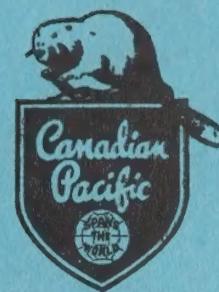


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Governmental
Publications



SUBMISSION
OF
CANADIAN PACIFIC RAILWAY COMPANY
TO THE
ROYAL COMMISSION ON
TRANSPORTATION

APPENDIX TO PART I

MONTREAL, QUE.,
OCTOBER, 1949

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Publications

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SUBMISSION OF
CANADIAN PACIFIC RAILWAY COMPANY
(Second Printing)

APPENDIX TO PART I

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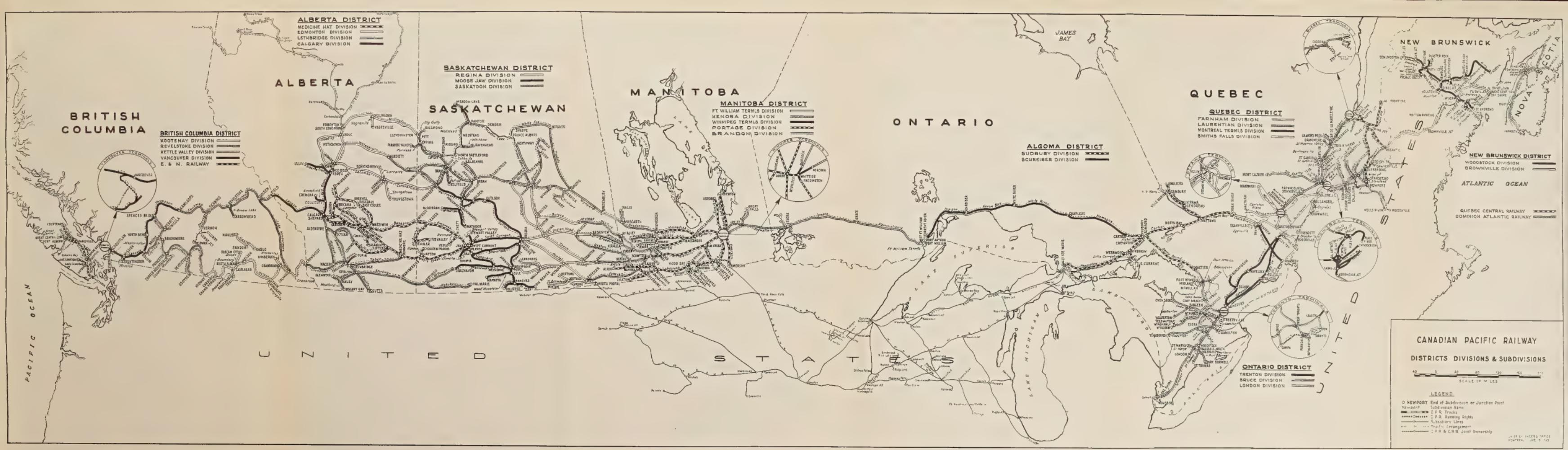
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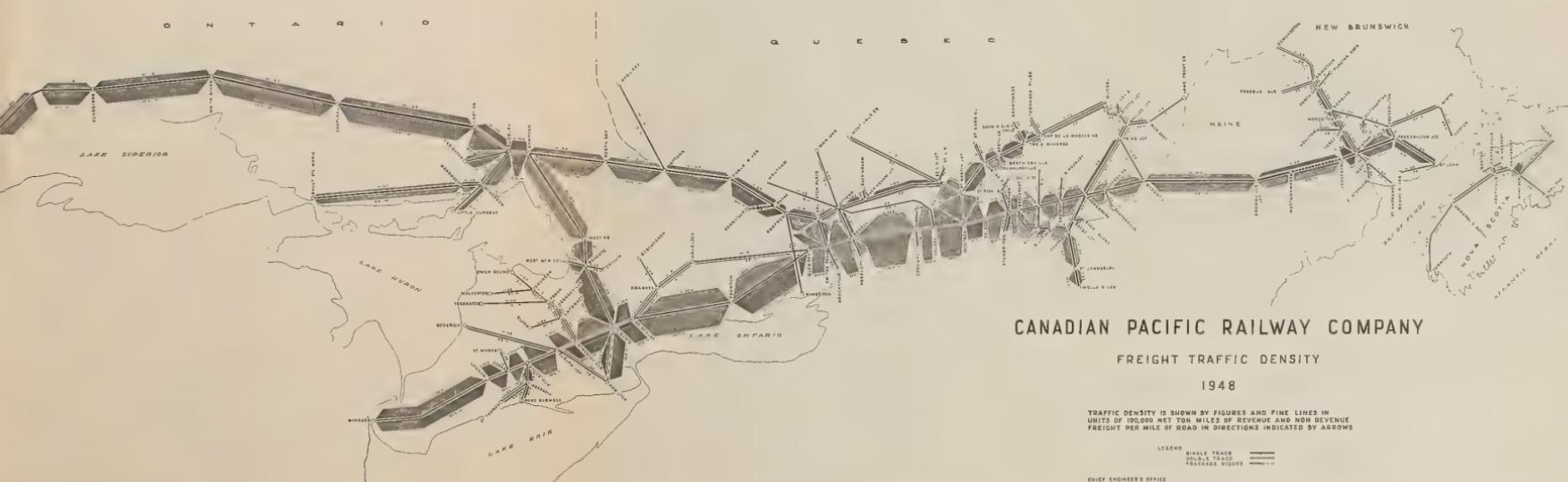
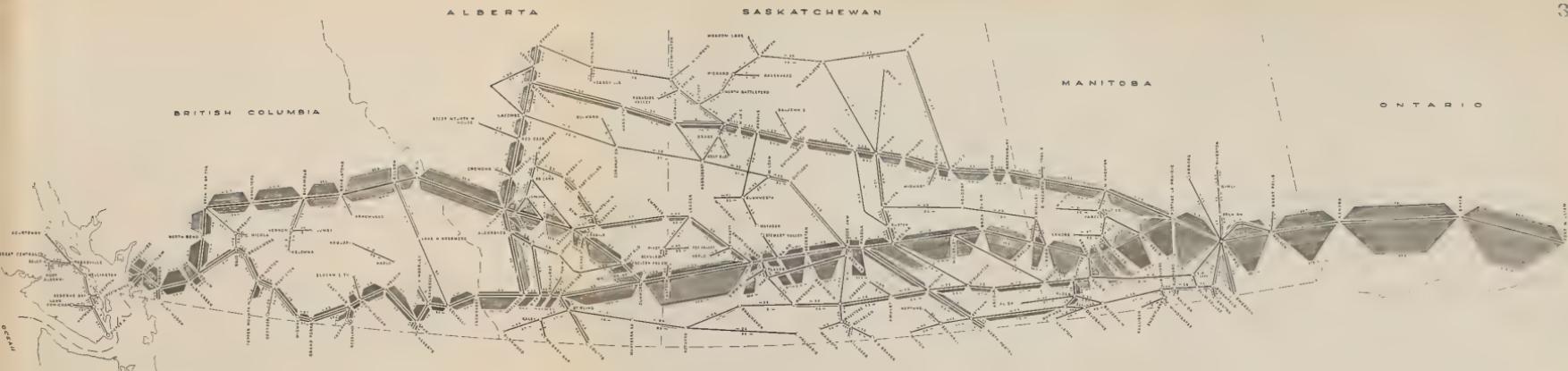
CANADIAN PACIFIC RAILWAY COMPANY

SUMMARY OF MILEAGE OPERATED AT DECEMBER 31, 1948

	Operated Under Owned	Operated Under Lease Or Contract	Jointly Owned	Operated Under Trackage Rights	Total Mileage Operated
Miles of All Tracks:					
First Main Track	9,528.5	7,059.1	28.1	416.1	17,031.8
Other Main Track	1,053.8	266.1	1.9	90.5	1,412.3
Industrial Track	396.8	265.5	11.1	34.7	708.1
Yard Track and Sidings	2,703.0	1,612.5	13.8	182.6	4,511.9
Total All Tracks	13,682.1	9,203.2	54.9	723.9	23,664.1

Mileage of First Main Track by Provinces and States

Nova Scotia	-	287.9	-	16.2	304.1
New Brunswick	-	563.7	-	28.6	592.3
Quebec	474.6	1,130.0	-	20.4	1,625.0
Ontario	1,662.2	1,564.7	1.9	48.5	3,277.3
Manitoba	1,208.6	552.8	-	-	1,761.4
Saskatchewan	3,875.9	452.7	-	191.0	4,519.6
Alberta	1,668.2	919.4	26.2	6.6	2,620.4
British Columbia	639.0	1,320.6	-	48.1	2,007.7
Maine	-	177.0	-	56.7	233.7
Vermont	-	90.3	-	-	90.3
	9,528.5	7,059.1	28.1	416.1	17,031.8



CANADIAN PACIFIC RAILWAY COMPANY
FREIGHT TRAFFIC DENSITY
1948

TRAFFIC DENSITY IS SHOWN BY FIGURES AND FINE LINES IN
UNITS OF 100,000 NET TON MILES OF REVENUE AND NON REVENUE
FREIGHT PER MILE OF ROAD IN DIRECTIONS INDICATED BY ARROWS

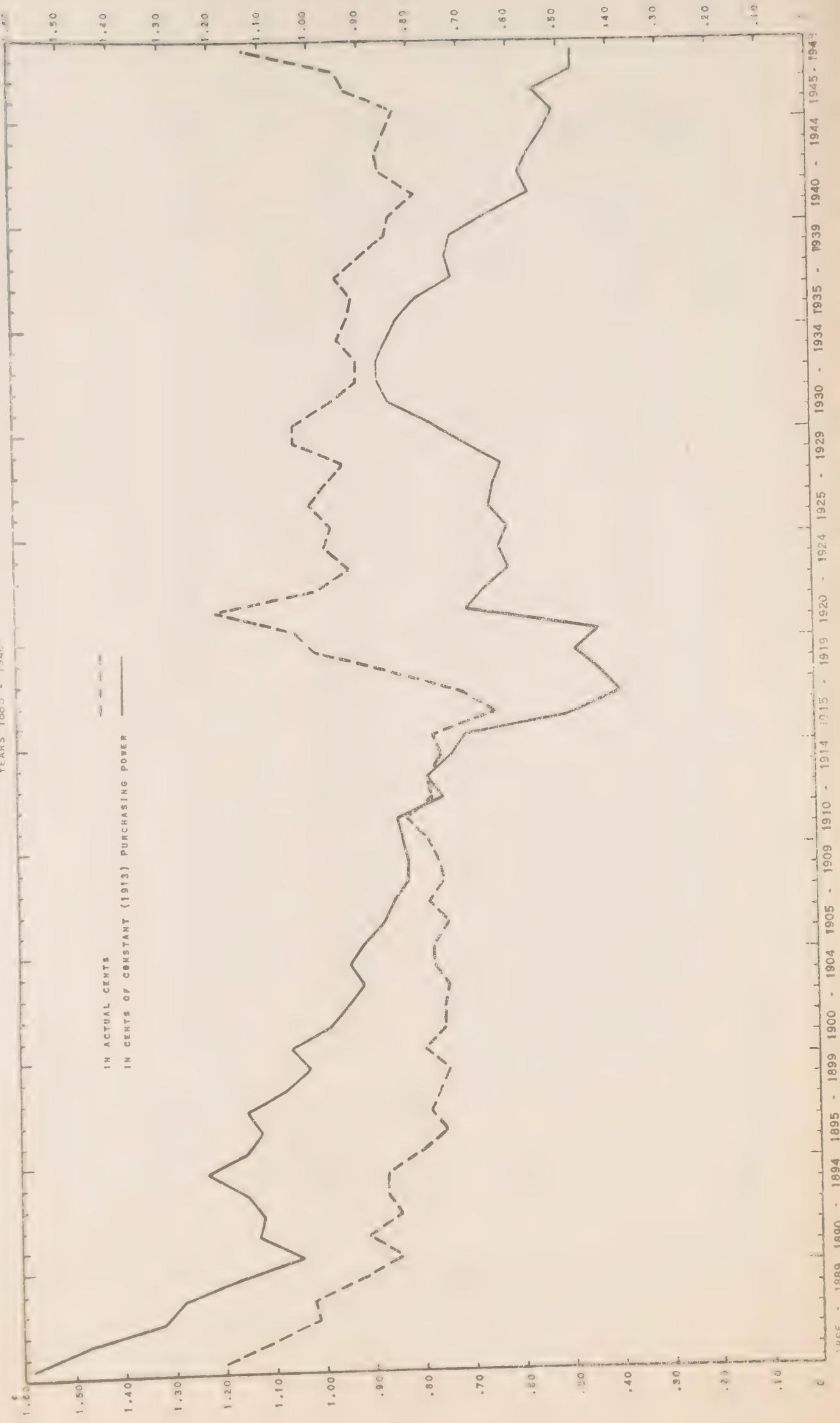
LEGEND
SINGLE TRACK
DOUBLE TRACK
TRAFFIC DENSITY

CHIEF ENGINEERS' OFFICE
MONTREAL, APRIL 25, 1949

CANADIAN PACIFIC RAILWAY COMPANY - REVENUE PER TON MILE

YEARS 1885 - 1946

IN ACTUAL CENTS
IN CENTS OF CONSTANT (1913) PURCHASING POWER



CANADIAN PACIFIC RAILWAY COMPANY

REVENUE PER TON MILE IN ACTUAL CENTS
WHOLESALE PRICE INDEX AND REVENUE PER TON MILE IN
TERMS OF CONSTANT PURCHASING POWER YEARS 1885 - 1948

YEAR	REVENUE PER TON MILE	WHOLESALE PRICE INDEX 1926-100	1913-100	REVENUE PER TON MILE IN TERMS OF CONSTANT PURCHASING POWER
1885	1.20¢	48.6	75.9	1.58¢
1886	1.10	47.8	74.7	1.47
1887	1.01	48.9	76.4	1.32
1888	1.02	50.8	79.4	1.28
1889	.92	50.7	79.2	1.16
1890	.84	51.5	80.5	1.04
1891	.91	51.5	80.5	1.13
1892	.84	47.8	74.7	1.12
1893	.87	48.5	75.8	1.15
1894	.87	45.3	70.8	1.23
1895	.80	44.4	69.4	1.15
1896	.75	42.9	67.0	1.12
1897	.78	43.6	68.1	1.15
1898	.76	45.6	71.3	1.07
1899	.74	46.5	72.7	1.02
1900	.79	47.9	74.8	1.06
1901	.75	48.9	76.4	.98
1902	.75	51.1	79.8	.94
1903	.74	51.8	80.9	.91
1904	.77	52.4	81.9	.94
1905	.77	54.0	84.4	.91
1906	.74	54.2	84.7	.87
1907	.78	58.6	91.6	.85
1908	.75	58.5	91.4	.82
1909	.76	59.5	93.0	.82
1910	.78	60.2	94.1	.83
1911	.82	62.2	97.2	.84
1912	.77	65.4	102.2	.75
1913	.78	64.0	100.0	.78
1914	.75	65.5	102.3	.73
1915	.77	70.4	110.0	.70
1916	.64	84.3	131.7	.49
1917	.70	114.3	178.6	.39
1918	.85	127.4	199.1	.43
1919	1.00	134.0	209.4	.48
1920	1.04	155.9	243.6	.43
1921	1.20	110.0	171.9	.70
1922	1.00	97.3	152.0	.66
1923	.93	98.0	153.1	.61
1924	.98	99.4	155.3	.63
1925	.97	102.6	160.2	.61
1926	1.01	100.0	156.3	.65
1927	.98	97.7	152.7	.64
1928	.94	96.4	150.6	.62
1929	1.04	95.6	149.4	.70
1930	1.04	86.6	135.3	.77
1931	.96	72.1	112.7	.85
1932	.91	66.7	104.2	.87
1933	.91	67.1	104.8	.87
1934	.95	71.6	111.9	.85
1935	.93	72.1	112.7	.83
1936	.92	74.6	116.6	.79
1937	.95	84.6	132.2	.72
1938	.90	78.6	122.8	.73
1939	.85	75.4	117.8	.72
1940	.84	82.9	129.5	.65
1941	.79	90.0	140.6	.56
1942	.86	95.6	149.4	.58
1943	.87	100.0	156.3	.56
1944	.85	102.5	160.0	.53
1945	.83	103.6	161.9	.51
1946	.93	108.7	169.8	.55
1947	.95	129.1	201.7	.47
1948	1.13	153.2	239.4	.47

SOURCE: REVENUE PER TON MILE - ANNUAL REPORTS OF COMPANY

WHOLESALE PRICE INDEX

- 1926-100 - PRICES AND PRICE INDEXES
VOL. 21, DOMINION BUREAU OF STATISTICS.

- 1913-100

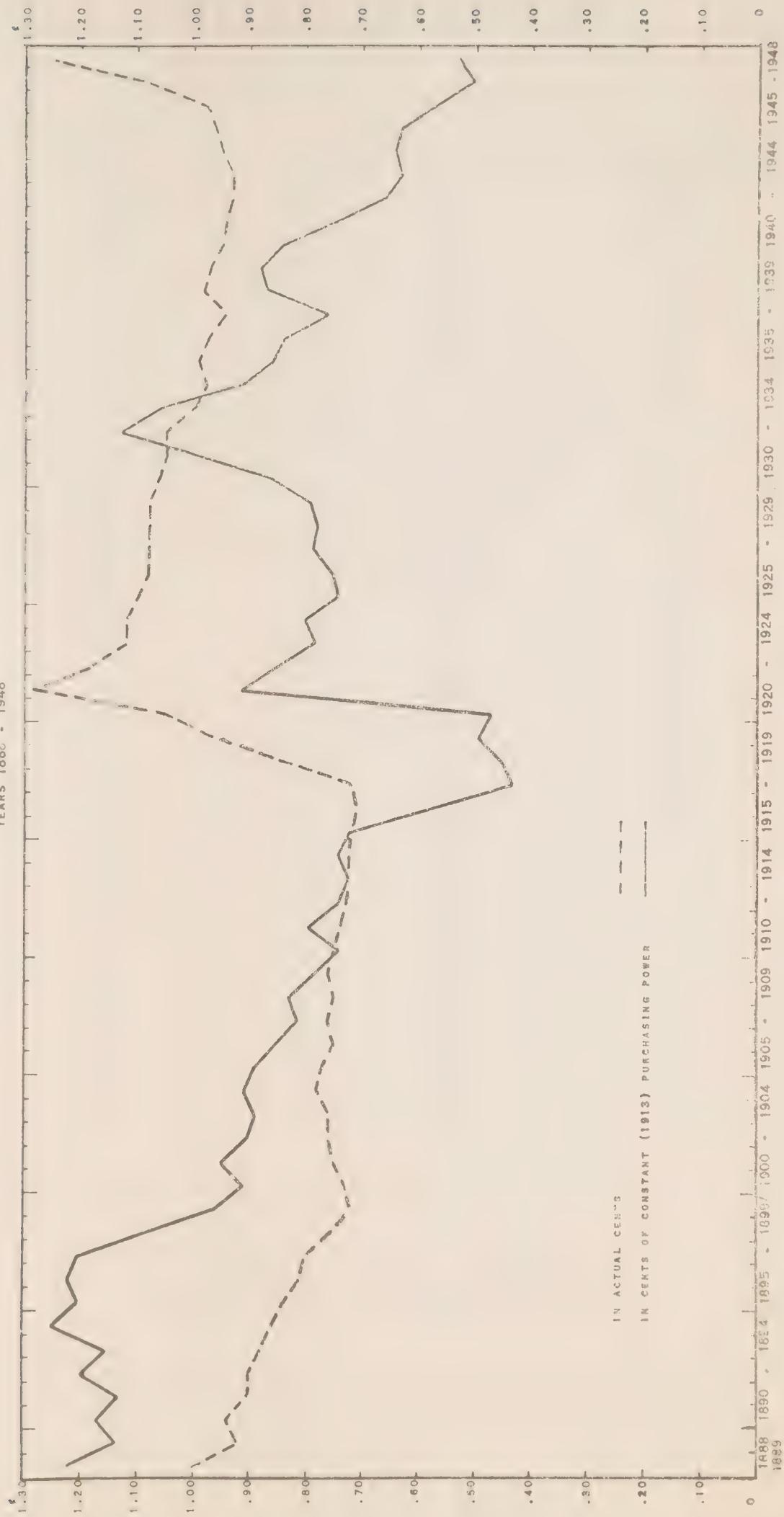
- COMPUTED FROM ABOVE DATA.

REVENUE PER TON MILE
IN TERMS OF CONSTANT
PURCHASING POWER

- COMPUTED BY RELATING THIRD COLUMN TO FIRST
COLUMN.

UNITED STATES RAILWAYS - REVENUE PER TON MILE

YEARS 1888 - 1948



UNITED STATES RAILWAYS

7

REVENUE PER TON MILE IN ACTUAL CENTS WHOLESALE PRICE INDEX AND
REVENUE PER TON MILE IN CENTS OF CONSTANT PURCHASING POWER

YEARS 1888 - 1948

YEAR	REVENUE PER TON MILE	INDEX 1913 = 100		REVENUE PER TON MILE IN TERMS OF CONSTANT PURCHASING POWER
		1888	1948	
1888	1.80	57.0	8.7	2.1
1889	1.94	57.0	8.7	2.5
1890	2.00	56.2	80.5	2.5
1891	2.00	55.8	79.9	2.5
1892	2.01	52.2	74.8	2.0
1893	2.05	53.4	76.5	1.5
1894	2.06	47.9	68.6	2.5
1895	2.04	48.8	69.9	2.0
1896	2.01	46.5	66.6	1.2
1897	2.02	46.6	66.8	1.0
1898	2.01	48.5	69.5	1.6
1899	2.01	52.2	74.8	2.5
1900	2.73	56.1	80.4	5.5
1901	2.75	55.3	79.2	5.0
1902	2.76	58.9	84.4	9.0
1903	2.76	59.6	85.4	8.2
1904	2.78	59.7	85.5	8.0
1905	2.77	60.1	86.1	8.3
1906	2.75	61.8	88.5	8.3
1907	2.76	65.2	93.4	8.3
1908	2.75	62.9	90.1	8.3
1909	2.66	67.6	96.9	7.4
1910	2.75	70.4	100.9	7.0
1911	2.74	64.9	93.0	7.0
1912	2.73	69.1	99.0	7.4
1913	2.72	69.8	100.0	7.4
1914	2.72	68.1	97.6	7.4
1915	2.72	69.5	99.6	7.4
1916	2.74	85.5	122.5	10.0
1917	2.72	117.5	168.3	14.3
1918	2.70	131.3	188.1	14.5
1919	2.69	138.6	198.6	14.9
1920	2.65	154.4	22.2	4.2
1921	2.28	97.6	139.8	8.8
1922	2.22	96.7	138.5	8.8
1923	2.22	100.6	144.1	8.8
1924	2.22	98.1	140.5	8.0
1925	2.25	103.5	143.3	7.9
1926	2.00	100.0	143.3	7.9
1927	2.00	95.4	136.7	7.9
1928	2.00	96.7	138.5	8.8
1929	2.00	95.3	136.5	8.8
1930	2.00	86.4	123.8	6.6
1931	2.00	73.0	104.6	6.6
1932	2.00	64.8	92.8	6.6
1933	2.00	65.9	94.4	6.6
1934	2.98	74.9	101.3	9.9
1935	2.99	80.0	114.6	8.6
1936	2.97	80.8	115.8	8.4
1937	2.94	86.3	123.6	8.4
1938	2.98	78.6	112.6	8.8
1939	2.97	77.1	110.5	8.8
1940	2.95	78.6	112.6	8.8
1941	2.94	87.3	125.1	6.5
1942	2.93	98.8	144.6	6.5
1943	2.93	103.1	147.7	6.5
1944	2.95	104.0	143.0	6.4
1945	2.94	105.8	151.6	6.4
1946	2.95	121.1	173.5	7.0
1947	2.08	151.8	217.5	7.0
1948	2.25	164.9	236.3	7.3

NOTE REVENUE PER TON MILE IS FOR ALL RAILROADS FROM 1888 TO 1910 AND FOR CLASS 1 U.S. ROADS FROM 1911 TO 1948.

SOURCE: REVENUE PER TON MILE

1888-1946 STATISTICS OF RAILWAYS IN THE UNITED STATES
1947 PRELIMINARY ABSTRACT OF RAILWAY STATISTICS
1948 I.C.C. MONTHLY STATEMENT NO. M-220.

WHOLESALE PRICE INDEX

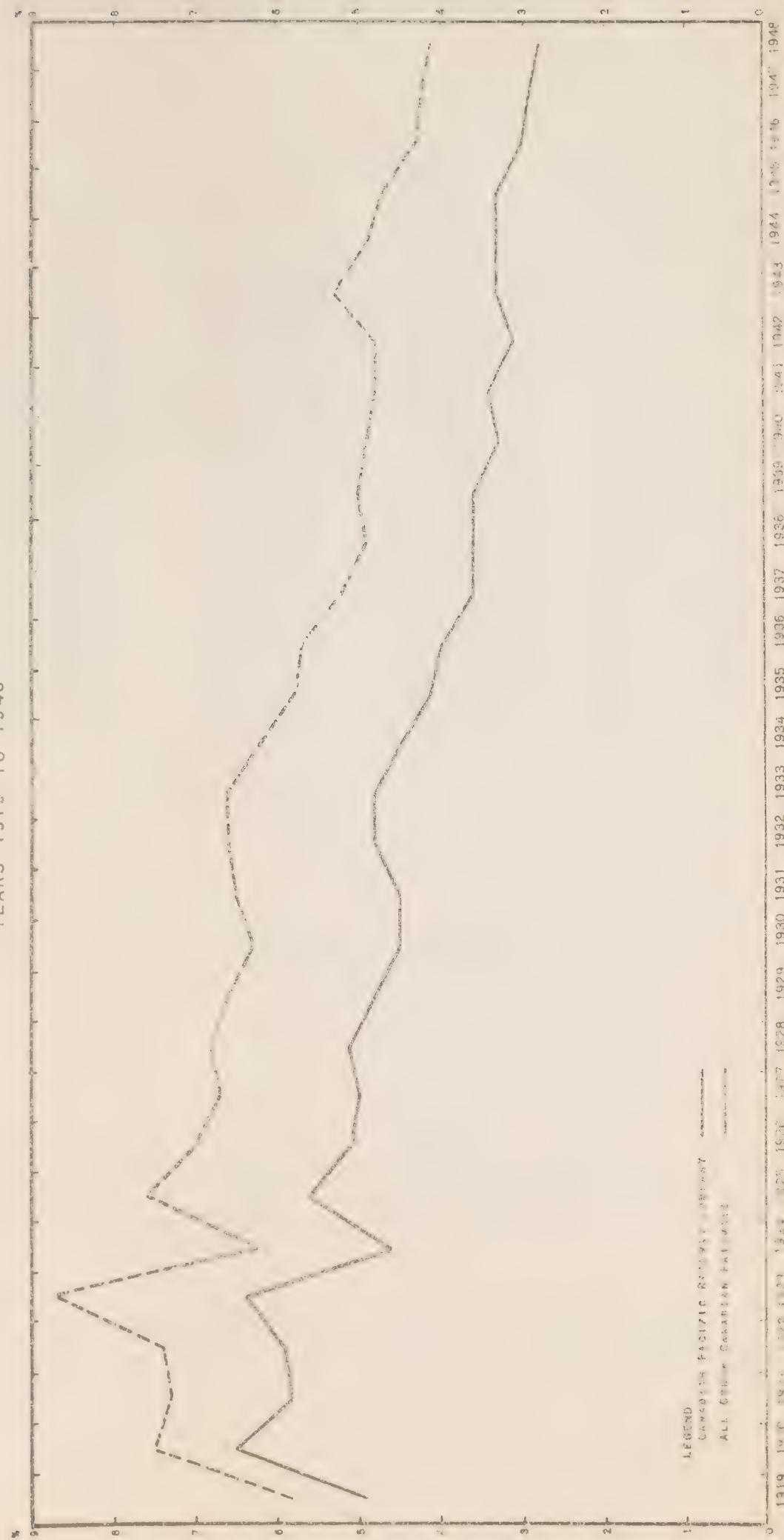
1926-100 1948-100 STATISTICAL ABSTRACT OF THE U.S., 1948
U.S. DEPT. OF COMMERCE
1948 SURVEY OF CURRENT BUSINESS, MARCH 1948
U.S. DEPT. OF COMMERCE.

1913-100 COMPUTED FROM ABOVE DATA

REVENUE PER TON MILE
IN TERMS OF CONSTANT
PURCHASING POWER

COMPUTED BY RELATING THIRD COLUMN TO FIRST COLUMN.

RATIO OF RAILWAY OPERATING REVENUES
CANADIAN PACIFIC RAILWAY AND ALL OTHER CANADIAN RAILWAYS
TO
NATIONAL INCOME IN CANADA
YEARS 1919 TO 1948



RATIO OF RAILWAY OPERATING REVENUES TO NATIONAL INCOME IN CANADA
 CANADIAN PACIFIC RAILWAY AND ALL OTHER RAILWAYS
 YEARS 1919 - 1948

9

YEAR	NATIONAL INCOME	OPERATING REVENUES		PERCENT OF NATIONAL INCOME	
		CANADIAN PACIFIC RAILWAY (A)	A.L. OTHER RAILWAYS	CANADIAN PACIFIC RAILWAY	A.L. OTHER RAILWAYS
1919	\$ 3,836,277,000	\$ 186,013,800	\$ 222,584,561	4.9	5.8
1920	3,490,229,000	228,523,830	263,577,274	6.5	7.5
1921	3,481,588,000	202,458,334	255,550,557	5.8	7.3
1922	3,322,232,000	194,577,022	246,110,106	5.9	7.4
1923	3,174,034,000	202,852,696	275,485,351	6.4	8.7
1924	4,161,057,000	190,152,664	255,771,213	4.6	6.2
1925	3,453,582,000	191,954,801	263,342,487	5.6	7.6
1926	4,078,000,000	207,936,350	285,663,404	5.1	7.0
1927	4,291,000,000	212,291,092	286,773,115	5.0	6.7
1928	4,750,000,000	241,220,933	322,511,327	5.1	6.8
1929	4,689,000,000	222,853,940	311,252,105	4.8	6.6
1930	4,180,000,000	179,633,375	274,562,315	4.5	6.1
1931	3,261,000,000	147,128,320	211,421,062	4.5	6.5
1932	2,582,000,000	123,509,370	169,881,045	4.8	6.6
1933	2,387,000,000	113,998,658	156,279,618	4.8	6.6
1934	2,820,000,000	125,642,229	175,195,587	4.5	6.2
1935	3,117,000,000	128,962,239	181,144,916	4.1	5.8
1936	3,446,000,000	138,461,550	196,307,007	4.0	5.7
1937	4,017,000,000	145,201,161	209,902,110	3.6	5.2
1938	3,986,000,000	143,985,532	193,634,868	3.6	4.9
1939	4,289,000,000	152,148,993	215,030,102	3.6	5.0
1940	5,255,000,000	171,535,476	257,607,183	3.3	4.8
1941	6,594,000,000	222,502,518	315,789,429	3.4	4.8
1942	8,382,000,000	258,788,455	404,822,115	3.1	4.8
1943	9,093,000,000	299,023,042	479,891,523	3.3	5.3
1944	9,722,000,000	320,262,132	476,374,654	3.3	4.9
1945	9,772,000,000	317,406,710	457,564,650	3.3	4.7
1946	9,765,000,000	294,545,601	423,956,163	3.0	4.3
1947	10,989,000,000	321,223,099	463,954,821	2.9	4.2
1948	12,796,000,000	355,249,702	521,150,971 (B)	2.8	4.1

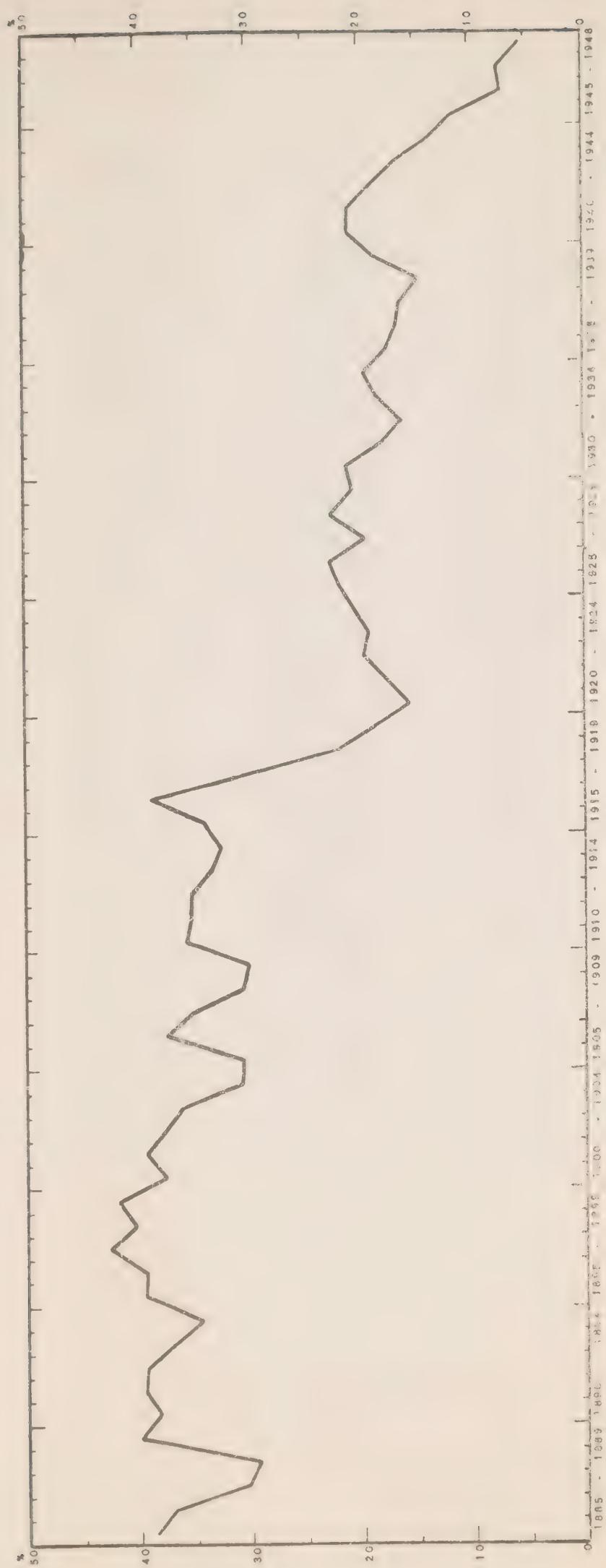
(A) INCLUDES SEPARATELY REPORTED LEASED AND CONTROLLED RAILWAYS FROM 1919 TO 1931 FOLLOWING WHICH YEAR SEPARATE REPORTING WAS DISCONTINUED.

(B) APPROXIMATE

SOURCE: NATIONAL INCOME 1919-1925 "CANADA YEAR BOOK 1945" DOMINION BUREAU OF STATISTICS. TABULATION OF NATIONAL INCOME (OLD SERIES), p. 905, RESTATED TO RELATIONSHIP WITH NATIONAL INCOME (NEW SERIES) FOUND FOR 1926 BY REFERENCE TO FOLLOWING SOURCE. 1926-1948, NET NATIONAL INCOME AT FACTOR COST, BOOKLETS "NATIONAL ACCOUNTS, INCOME AND EXPENDITURE, 1926-1947" AND "NATIONAL ACCOUNTS, INCOME AND EXPENDITURE, 1947-1948 REVISED", DOMINION BUREAU OF STATISTICS.

OPERATING REVENUES - 1919-1947, STATISTICS OF STEAM RAILWAYS OF CANADA, DOMINION BUREAU OF STATISTICS; 1948, OPERATING REVENUES, EXPENSES & STATISTICS OF RAILWAYS IN CANADA WITH ANNUAL OPERATING REVENUES OF \$500,000, DOMINION BUREAU OF STATISTICS; ALL OTHER RAILWAYS ADJUSTED UPWARD TO INCLUDE AND ESTIMATE FOR SMALL RAILWAYS

CANADIAN PACIFIC RAILWAY COMPANY
RATIO OF NET EARNINGS TO GROSS EARNINGS
YEARS 1885 TO 1948



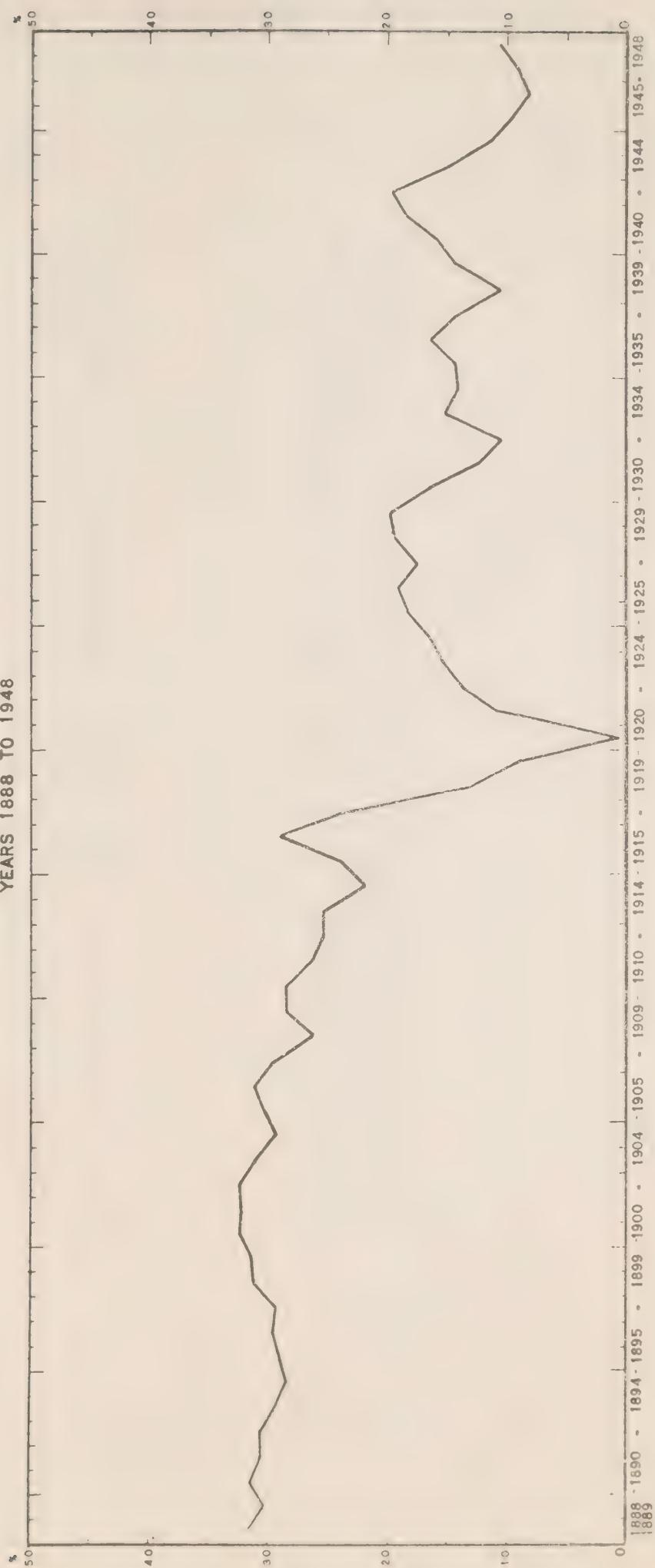
CANADIAN PACIFIC RAILWAY COMPANY

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GROSS EARNINGS, WORKING EXPENSES, NET EARNINGS AND RATIO OF NET EARNINGS TO GROSS EARNINGS, YEARS - 1882 - 1949

YEAR ENDED DEC. 31	GROSS EARNINGS	WORKING	NET EARNINGS	RATIO OF
				NET
1882	\$ 7,507,473	\$ 5,141,276	\$ 3,225,217	38.5
1883	10,096,004	6,313,317	3,702,481	36.7
1884	11,506,418	8,111,295	3,405,111	30.2
1885	13,505,226	9,311,761	3,370,717	29.3
1886	15,000,000	9,001,601	6,000,000	40.0
1887	15,562,029	10,211,828	6,299,701	38.1
1888	20,741,055	12,211,436	8,009,666	39.6
1889	21,400,000	12,911,004	8,420,344	39.3
1890	21,762,311	13,211,901	7,741,423	36.9
1891	21,762,311	12,311,859	6,421,300	34.2
1892	18,941,034	11,411,086	7,480,938	39.5
1893	20,561,031	12,511,015	8,000,581	39.2
1894	24,740,059	13,711,759	0,300,777	42.8
1895	23,381,038	15,611,605	0,471,333	40.1
1896	23,281,038	16,911,873	2,231,111	41.8
6 MOS. TO JUNE 30.				
1897	900,111,038	8,811,851	5,271,900	37.3
1898	30,900,204	18,745,829	2,100,303	39.3
1899	31,503,054	23,411,141	4,081,912	37.6
1900	43,952,373	28,111,527	5,331,812	36.0
1901	46,469,322	32,211,027	4,211,111	30.6
1902	50,481,932	35,000,794	5,471,000	30.6
1903	6,669,158	38,636,445	2,971,333	37.3
1904	7,211,518	46,911,219	1,530,330	35.0
1905	71,334,151	49,511,808	1,791,333	30.5
1906	76,313,522	53,331,748	12,951,551	30.1
1907	94,989,490	61,111,534	33,331,909	35.6
1908	104,611,028	67,411,978	3,639,188	35.2
1909	125,319,021	80,021,298	13,291,222	35.1
1910	130,319,021	93,140,826	16,241,801	33.2
1911	129,319,024	87,311,896	12,421,901	32.7
1912	97,000,200	65,200,583	33,571,606	34.0
1913	200,100,022	126,000,165	30,100,606	38.8
18 Mos. To Dec. 31.				
1914	152,389,335	105,843,317	16,541,000	30.5
12 Mos. To Dec. 31.				
1915	151,537,698	123,031,310	34,501,300	21.9
1916	175,928,160	143,921,024	32,931,000	18.6
1917	216,643,360	183,401,305	31,151,000	15.3
1918	193,028,854	158,811,114	20,201,700	17.7
1919	186,675,036	150,373,345	30,301,600	19.4
1920	195,237,090	158,311,080	3,471,000	19.1
1921	182,502,156	145,274,914	22,221,200	20.4
1922	183,356,005	143,201,230	1,151,700	21.9
1923	192,623,572	153,080,465	941,100	22.7
1924	20,471,751	161,630,180	511,500	15.6
1925	220,039,296	177,344,845	591,400	22.6
1926	209,130,955	166,586,411	141,400	20.6
1927	180,200,904	142,652,146	24,600	21.1
1928	142,331,848	116,654,776	68,800	18.0
1929	123,936,714	103,846,729	28,900	16.2
YEAR ENDED DEC. 31.				
1930	114,269,698	93,407,582	36,100	19.3
1931	125,542,362	101,158,932	38,000	19.4
1932	126,518,905	107,211,381	39,500	17.3
1933	138,562,163	115,211,652	311,000	16.8
1934	145,085,558	121,311,311	741,200	16.4
1935	142,258,981	121,511,515	751,400	14.6
1936	15,290,700	122,711,881	521,800	18.9
1937	170,964,851	135,311,459	631,400	20.8
1938	221,446,053	175,411,517	551,500	20.8
1939	250,864,091	208,611,402	181,600	18.8
1940	297,157,701	247,801,224	211,500	16.6
1941	318,871,034	275,711,370	151,600	15.5
1942	316,000,358	280,011,024	551,300	14.4
1943	292,493,678	271,611,778	841,000	16.6
1944	318,585,919	295,601,730	391,100	15.5
1945	355,249,102	336,811,536	411,200	12.2

UNITED STATES CLASS 1 RAILWAYS
RATIO OF NET RAILWAY OPERATING INCOME
TO
RAILWAY OPERATING REVENUES
YEARS 1888 TO 1948



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UNITED STATES RAILWAYS
OPERATING REVENUES NET RAILWAY OPERATING INCOME AND
RATIO OF NET RAILWAY OPERATING INCOME TO OPERATING REVENUES
YEARS 1888 - 1948

R D	RAIL WAY REV	NET P ER OPER IN (U.S. SANDS)	RAT O OPE PRT IN	RAILWAY COME REVENUE
30	\$ 0	\$ 29	3	
1888	1,000	295	30	
1889	1,006	327	33	
1890	1,012	331	30	
1891	1,017	351	30	
1892	1,023	351	29	
1893	1,029	301	28	
1894	1,035	311	29	
1895	1,041	331	29	
1896	1,047	321	29	
1897	1,053	381	29	
1898	1,059	410	31	
1899	1,065	481	32	4
1900	1,071	511	31	2
1901	1,077	560	32	2
1902	1,083	590	31	2
1903	1,089	579	30	2
1904	1,095	653	30	4
1905	1,101	711	30	4
1906	1,107	760	29	3
1907	1,113	634	27	3
1908	1,119	710	27	3
1909	1,125	805	27	3
1910	1,131	721	27	3
1911	1,137	701	27	3
1912	1,143	785	27	3
1913	1,149	661	27	3
1914	1,155	683	27	3
1915	1,161	984	27	4
1916	31	934	28	3
1917	4,380	638	11	2
1918	5,141	484	11	2
1919	6,121	600	11	2
1920	5,529	760	11	2
1921	5,535	90	11	2
1922	5,911	970	11	2
1923	6,171	1,170	11	2
1924	6,432	1,230	11	2
1925	6,793	1,000	11	2
1926	6,799	1,110	11	2
1927	6,279	1,250	11	2
1928	5,168	895	11	2
1929	3,169	525	11	2
1930	3,175	326	11	2
1931	3,181	444	11	2
1932	3,187	422	11	2
1933	3,448	452	11	2
1934	3,454	480	11	2
1935	3,460	62	11	2
1936	4,192	531	11	2
1937	4,198	371	11	2
1938	3,661	371	11	2
1939	3,667	546	11	2
1940	3,673	642	11	2
1941	5,146	912	11	2
1942	7,413	1,414	11	2
1943	9,054	1,330	11	2
1944	9,436	1,104	11	2
1945	8,177	852	11	2
1946	7,657	600	11	2
1947	8,174	77	11	2
1948	9,007	1,0	11	2

NOTE: RAILWAY OPERATING REVENUES FOR RAILWAYS AND S. ROADS FROM 1888 TO 1910 AND FOR CLASS I U.S. ROAD FROM 1911 TO 1948.

STATISTICS OF RAILWAYS IN THE UNITED STATES
 BIMONTHLY ABSTRACT OF RAILWAY STATISTICS (B.C.C.)
 MONTHLY STATEMENT No. M. 100.

HISTORY OF

THE DEVELOPMENT OF THE CANADIAN NATIONAL RAILWAY COMPANY

A railway across British North America from the Atlantic to the Pacific was advocated for many years before it was built. In the 1830's Sir John Smyth suggested the construction of various railway lines in Canada, and in 1845, he proposed a railway extending from Halifax to the Pacific by way of Chicago. Other writers continued the campaign.

In 1851 a bill was introduced in the Parliament of the Province of Canada to incorporate the Lake Superior and Pacific Railroad Company. The standing committee on railroads and telegraph lines reported against it on the grounds of feasibility, though approving of the principle. Again, in 1853 and 1855, similar bills were introduced, but all were defeated. In 1858, a petition for a charter was denied, but later in the same year a charter was granted (Province of Canada 22 Vic., C.122) to the North West Transportation, Navigation and Railway Company. That Company proposed to build from Lake Superior to Rainy Lake, where steamers would be used to the Lake of the Woods; thence by rail to the Red River; steamers were to navigate Lake Winnipeg and the Saskatchewan River. Capital, however, was not forthcoming and no work was undertaken.

CONFEDERATION

The federation of the Provinces of Canada, New Brunswick and Nova Scotia under the British North America Act in 1867 predicated the building of railways to join the provinces. The direct interest in this phase of the union was manifest in the undertaking by the Dominion Government of the construction of the Intercolonial Railway.

Suspicion that the enormous expansion taking place in the western territories of the United States of America might swell northward over the uncertainly defined border aroused interest in the building of a railway to the Pacific to preserve the vast western

territory, then the domain of the Hudson's Bay Company, to the Dominion. The purchase of Alaska by the United States in 1867 and the Northern Pacific Railway project gave the Canadian Government cause for anxiety as to the possibility of American intervention. On January 28, 1870. Sir John A. Macdonald, the Prime Minister of Canada, wrote to C. J. Brydges, Manager of the Grand Trunk Railway, as follows:

"It is quite evident to me not only from this conversation, but from advices from Washington, that the United States Government are resolved to do all they can short of war to get possession of the Western territory, and we must take immediate and vigorous steps to counteract them. One of the first things to be done is to show unmistakably our resolve to build the Pacific Railway...it must be taken up by a body of capitalists and not constructed by the Government directly. Canada can promise most liberal grants of land in alternate blocks, and may perhaps (but of this I cannot speak with any confidence) induce Parliament to add a small pecuniary subsidy. No time should be lost in this and I should think that we had made a great stride if we got you to take it up vigorously...the thing must not be allowed to sleep and I want you to address yourself to it at once and work out a plan. Cartier and I will talk it over after conference with you and push it through." - (Correspondence of Sir John Macdonald, by Sir Joseph Pope, Oxford University Press).

After acquiring Rupert's Land from the Hudson's Bay Company this area, together with the North-Western Territory, was united in 1870 with the Dominion of Canada as the North-West Territories. (Imperial Order in Council 23rd June, 1870). In the same year a small portion of the North-West Territories was constituted the Province of Manitoba. (S.C. 33 Victoria Chap. 3).

On July 20, 1871, British Columbia entered Confederation (Imperial Order in Council 16th May, 1871). One clause of the agreement, executed between the Province and the Government of the Dominion of Canada, read:

"XI. The Government of the Dominion undertake to secure the commencement simultaneously, within two years from the date of union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the seaboard of British Columbia with the railway system of Canada; and further, to secure the completion of such railway within ten years from the date of union."

From the beginning, it was intended that the Pacific Railway should be built and operated by a private company rather than by the Canadian Government. This was stated in the act that was

passed to implement the agreement with British Columbia ("An Act respecting the Canadian Pacific Railway", 35 Vic., C.71) which also provided that aid was to be granted to a maximum of 50,000,000 acres and \$30,000,000. No company was named in the act, the Government being empowered to make arrangements with any one company or group within the terms of the act.

The Grand Trunk were not interested in undertaking construction of the trans-Canada line. Two rival companies sought to do so and were incorporated by Special Act, the Inter-Oceanic Railway Company (S.C. 35 Vic., C. 72) and the Canada Pacific Railway Company (S.C. 35 Vic., C.73). The former group was headed by Senator the Honourable D. L. MacPherson, of Toronto; the latter by Sir Hugh Allan of Montreal. Neither Company could commence construction until a date was fixed by Proclamation but no Proclamation was ever issued.

Matters were resolved when, on February 5, 1873, the Government granted a Royal Charter to "The Canadian Pacific Railway Company" (Sessional Paper No. 13, House of Commons, 1873, Vol. 6) the preamble of which refers to the failure to unite the two companies, deems it inadvisable to agree with either of them and consequently charters a new company. The change was really not great, for the new company was headed by Sir Hugh Allan and its directorate included gentlemen who had been associated with both the Inter-Oceanic and the Canada Pacific companies. Shortly afterwards, the Ministry resigned, partly because of its relations with the Allan syndicate, which then voluntarily gave up its charter.

The succeeding Ministry headed by Alexander Mackenzie repealed the foregoing Act and undertook the construction of the Pacific Railway as a public enterprise (37 Vic., C.14, "An Act to provide for the construction of the Canadian Pacific Railway", assented to May 26, 1874), building first only those sections which could be integrated with the waterways to form a line of communication. The plan implied modification of the agreement with British Columbia and strong protests were made. Finally, the Earl of Carnarvon acted

as arbitrator and in 1874, he rendered a decision, which was, in part, that the railway should be completed from the western end of Lake Superior to the Pacific seaboard by the end of 1890.

By 1878, British Columbia was threatening to secede from Confederation unless the Pacific Railway were completed. In that year Sir John A. Macdonald was returned to power as Prime Minister and during the two succeeding years construction by the Government was continued, renewed attempts to interest other parties having failed.

Finally, in April, 1880, Sir John A. Macdonald approached a leading Montreal citizen, George Stephen, and urged him to promote a company and take over from the Government the construction of the railway and the operation of it.

CANADIAN PACIFIC RAILWAY COMPANY ESTABLISHED

Stephen was at first reluctant to undertake the project, but eventually agreed. By the terms of the contract, which was signed on October 21, 1880, and ratified by Parliament on February 15, 1881 (44 Vic., C. l, "An Act respecting the Canadian Pacific Railway") the Company undertook the task of completing the transcontinental railway by May 1, 1891.

Those sections already built were to be transferred to the Company, while others under contract - viz., from Prince Arthur's Landing (Port Arthur) to Selkirk and from Savona's Ferry (near Kamloops, B.C.) to Port Moody - were to be completed by the Government. The Company agreed to build from Callander (now Bonfield) to Port Arthur and from Selkirk to Savona's Ferry via the Yellowhead Pass (the line was actually built through the Kicking Horse Pass); and the whole was to be finished by 1891. Government grants were to be: \$25,000,000 and 25,000,000 acres of land. The contract, inter alia, empowered the Company to issue \$25,000,000 in bonds secured upon the land granted. These bonds were to be held by the Government, which might sell all

but one-fifth and hand the proceeds to the Company.

Letters patent incorporating the Canadian Pacific Railway Company with a capitalization of \$25,000,000 were issued under the Great Seal of Canada on February 16, 1881. The first Board of Directors consisted of: George Stephen, Montreal, (President); Duncan McIntyre, Montreal, (Vice-President); Richard B. Angus, Montreal and James J. Hill, St. Paul; John S. Kennedy, New York; Henry Stafford Northcote (Right Honourable Baron Northcote), Pasco du P. Grenfell, and Charles D. Rose, London; and Baron J. de Reinach, Paris. Stephen, McIntyre, Angus and Hill comprised the Executive Committee of the Board.

CONSTRUCTION

Construction began on May 2, 1881. In addition to the engineering difficulties involved in the location and construction of the line, particularly through the rough country north of Lake Superior and the unexplored route through the Canadian Rockies via the Kicking Horse Pass, the young Company was faced with financial problems. Attacks were made on its credit, and its treasury sank so low that the promoters were threatened with personal ruin. The Government, committed to the completion of the project, aided the Company with loans totalling \$34,531,612, all of which were repaid with interest by July 1, 1886.

The physical difficulties were many and great. As much as \$700,000 was spent on one mile of line north of Lake Superior, and \$500,000 per mile was a common estimate for construction of the Rocky Mountain section.

In spite of these difficulties, the work was pushed forward with vigour and on August 18, 1883 the Prairie section was finished. On May 16, 1885, the Lake Superior section was open and

on November 7, 1885 Donald A. Smith, later Lord Strathcona, drove the last spike at Craigellachie in the Gold Range in British Columbia. While ten years had been allowed under its contract, the Company actually completed the line in four years and six months. The first trans-Canada train left Montreal on June 28, 1886 and arrived at Port Moody, the British Columbia terminus, on July 4.

DEVELOPMENT: 1885 - 1948

The development of the Company after the main line was completed has been, on the whole, one of steady growth. A record of its growth is shown statistically in the appended table headed "Digest of Development".

EXPANSION OF RAILWAY SYSTEM

When the main line of the Company connecting the existing railway system of Canada with the Pacific Coast was completed in 1885, concurrently or shortly thereafter lines were acquired and built to extend its services to the ports of Montreal and the Atlantic Seaboard. By purchase, lease and new construction, the Canadian Pacific increased its rail services. From the beginning, branch lines were built to open up the country to settlement. The period of extensive branch line construction ended about 1930.

While the railway system is to a large extent the same as originally constructed, the capacity and efficiency of the plant have been gradually increased by improved roadbeds, heavier rail, greater capacity of locomotives and freight cars, installation of automatic signals and improvements, additions to terminal facilities and enlargement of other structures in permanent form. The main repair plant for the construction and maintenance of motive power and rolling stock is the Angus Shops at Montreal. Weston Shops, Winnipeg and Ogden Shops, Calgary, are plants for the maintenance of motive power and rolling stock chiefly assigned to the Prairie and Pacific Regions of the Company. These main shops are supplemented by important back shops and running repair centres throughout the Dominion.

Today, the railway system, including leased lines, extends from the Atlantic to the Pacific seaboards and serves most of the principal points in Canada. As at December 31, 1948, the Company operated 17,032 miles of line. (In addition its system comprised 3,864 miles of line operated by subsidiary companies, chiefly in the United States, making a total mileage of 20,896). Rolling stock owned and leased by the Canadian Pacific included 1,831 locomotives, 76,178 freight train cars, 2,688 passenger train cars and 5,854 work units. Total assets at the end of 1948 amounted to \$1,709,010,491, including \$1,324,512,797 in property investment.

EXPANSION OF SERVICES

Besides improving its physical plant, acquiring and building additional rail lines, etc., the Company established an express service; a nationwide communication network; an hotel system; ocean, coastal and inland steamship lines; commercial air facilities; large-scale immigration and colonization programmes; irrigation projects; and acquired subsidiary companies; the whole to round out its service to Canada.

EXPRESS - Express service was inaugurated in 1882, under the charter of the Dominion Express Company (which had been incorporated in 1873), with an operating mileage of 442. In 1883 the first all-Canadian express service between east and west was opened - operating via the Great Lakes from Owen Sound to Prince Arthur's Landing (at the head of the Lakes). In 1926 the name of the Company was changed to the Canadian Pacific Express Company. It operates today mileage of 21,572 over the rail and steamship lines of the parent company and certain other companies and conducts an international business in money orders and financial paper.

COMMUNICATIONS - Commercial telegrams were first accepted in 1882 for transmission over newly-constructed pole and wire lines, paralleling the Company's rail lines, as they were extended between points in Canada west of Fort William. Upon the completion of the Canadian Pacific trans-continental rail and wire lines in 1885, the first all-Canadian telegraph service was established between the Atlantic and Pacific oceans.

The Company presently operates commercial communication services reaching the principal points in Canada and operates (or provides facilities to others to operate) long-distance telephone, radio broadcast transmission and other important services on a transcontinental basis. Through its connections, it offers telegraph facilities to all points in the United States and radio and cable services to all overseas countries. As at December 31, 1948 the system embraced 18,608 miles of pole line (17,430 owned by Canadian Pacific; 1,178 leased from others) with 195,848 miles of wire and cable providing 530,127 miles of carrier-current channels or derived circuits.

HOTELS - The Company's extensive hotel system had its start in 1886 in the chalets at Field, Glacier, Revelstoke and North Bend at which places train schedules provided for stops at meal hours. Its system now comprises fourteen hotels, of which six are located in leading Canadian cities and the remainder at mountain and seashore resorts. It owns, jointly with the Canadian National Railways, the Vancouver Hotel Company, Limited, which operates the Hotel Vancouver, Vancouver, B.C. The Company also owns a number of mountain lodges and has financial interest in several other hotels and pleasure resorts.

OCEAN STEAMSHIPS - A steamship line from the Company's British Columbia terminus to the Orient was integrally related with its plan for a Canadian transcontinental railway. George Stephen, first President of the Canadian Pacific Railway Company, wrote in 1885 that the railway would not be complete "until we have an ocean connection with Japan and China". Before the first trans-Canada train had left Montreal for British Columbia arrangements had been made for a service across the Pacific which, starting with chartered tonnage in 1886, was established with its own "Empress" ships in 1891, and provided, up to the beginning of World War II, regular sailings between Vancouver, Victoria and Honolulu, Japan, China and Manila.

In 1893, under traffic arrangements with the Canadian Pacific, the Canadian Australian Line (later renamed the Canadian Australasian Line, Limited) was established by Mr. James Huddard to provide a service between Vancouver and Australia. The Canadian Pacific in 1931 purchased a half interest in the line which now operates the RMS "Aorangi" between Vancouver, Victoria, Honolulu, Fiji, New Zealand and Australia.

The Company first began steamship operations on the Atlantic in 1903 when the "Beaver Line" ships of the Elder Dempster Lines Limited were purchased. With this acquisition the Company's transportation system, rail and water, extended from European ports to the Orient. In 1917 the Allan Line was absorbed, the Company thereby augmenting its Atlantic service.

The Company's fleet was heavily depleted by Second World War casualties and is being replaced as quickly as conditions permit. It now operates a passenger and freight service from Canadian Atlantic ports to Great Britain consisting of the "Empress of Canada", "Empress of France" and six "Beaver" freight ships. Of the latter, four were recently constructed and two were acquired from the British Government for trans-Pacific service but are being used temporarily on the Atlantic.

The "Empress of Scotland" was released from trooping service by the British Ministry of Transport in 1948 and is now being overhauled and reconverted; this work will likely be completed in 1950. The "Empress of Australia" is still under charter to the British Ministry of Transport.

INLAND AND COASTAL STEAMSHIPS - The first steamships owned by the Company were placed in service on the Great Lakes in 1884, one year before the railway line along the north shore of Lake Superior was completed. This opened an all-Canadian route between east and west by rail and water. Three ships are now in operation.

The Company's British Columbia lake and river service goes back to 1898 when it purchased the property of the Columbia and Kootenay Navigation Company. The fleet to-day comprises nine vessels.

In 1901, the Company bought the Canadian Pacific Navigation Company's ships to extend its operations to Vancouver Island, to ports elsewhere in British Columbia and to Alaska. There are now 15 Canadian Pacific steamships and 5 barges in its British Columbia Coastal Service.

In 1913 the Canadian Pacific undertook operation of the Bay of Fundy service acquired through its lease of the Dominion Atlantic Railway. The "Princess Helene", sailing between Saint John and Digby, provides a link in the through route from Montreal to Halifax and Yarmouth via the Bay of Fundy. From Digby the Dominion Atlantic provides railway facilities to Halifax and Yarmouth.

AIR SERVICES - The Canadian Pacific Railway Company was authorized by Parliament in 1919 (9-10 Geo. V., Cap.80) to own and operate aircraft within and without Canada. In 1942, Canadian Pacific Air Lines, Limited, was organized and since that time it has provided air transportation to many sections of Canada. The Dominion Government has designated the Canadian Pacific Air Lines, Limited, to operate two Canadian international air services across the Pacific: one from Vancouver to Australia and the other from Vancouver to the Orient via Alaska. These services were inaugurated in 1949.

IMMIGRATION - Before its transcontinental line was completed in 1885, the Company had an immigration organization in the British Isles and Europe, which was later extended to the U.S.A., to help develop the Dominion and attract settlers. For many years the Canadian Pacific was in the forefront in the provision of immigration and colonization services, and irrigation projects; up to the end of 1948 its expenditures for these endeavours were \$134,800,000. Its present

immigration services are being actively used in bringing new settlers to Canada in conjunction with the Immigration Branch of the Department of Mines and Resources.

SUBSIDIARY COMPANIES - Through the years, the Canadian Pacific Railway Company had acquired by purchase of stock or by lease, the control of a number of subsidiaries which operate a wide variety of activities.

Chief among these is the Consolidated Mining and Smelting Company of Canada, Limited, which ranks as one of the most important mining and metallurgical enterprises in the Dominion. Its Sullivan mine is one of the world's largest producers of lead, zinc and silver ore. Other metals and metal products, chemicals and chemical fertilizers are also marketed.

Next in importance among the Canadian Pacific's subsidiary interests are its investments in United States railways, including: Minneapolis, St. Paul and Sault Ste. Marie Railroad, operating 3,224 miles of line; The Duluth, South Shore and Atlantic Railway, 539 miles; Wisconsin Central Railway, 1,051 miles; and Aroostook Valley Railroad, 32 miles. Other enterprises controlled through security ownership include Canadian Pacific Electric Lines, Canadian Pacific Transport Company, Limited, stock yards, coal mines, a grain elevator and cold storage plant. Substantial investments are held in Northern Alberta Railways: Toronto, Hamilton and Buffalo Railway and two car ferry companies.

CAPITAL STOCK

The original shareholders of the Company subscribed in 1881 to \$5,000,000 of ordinary capital stock. When the main line was completed in 1885, the amount

outstanding was \$65,000,000, and this remained unchanged until 1903. During the next ten years, \$195,000,000 of additional stock was sold and in 1927 and 1929 \$75,000,000 more was sold. Since then there has been no change in the amount outstanding which totals \$335,000,000 and consists of 13,400,000 shares with a par value of \$25. each. The Ordinary Stock as a result of sale at a premium has returned to the Company an average of \$30.86 per share. Canadian Pacific is authorized to issue Preference Stock up to one-half the aggregate amount of Ordinary Stock outstanding at the time of issue. Preference Stock was first sold in 1893 and thereafter from year to year when market conditions in London were suitable. The last issue was made in 1931. Preference Stock, carried on the balance sheet at \$137,256,921, is all issued in sterling and the amount outstanding is £28,203,477. Every £5 of Preference Stock carries the right to one vote as does a \$25 share of Ordinary Stock. Preference Stock is entitled to annual dividends not exceeding four per cent with priority over the Ordinary Stock, but the dividend is non-cumulative.

At December 31, 1948, the holdings of the Capital Stock of the Company were:

	<u>Ordinary</u> No. of Holdings	<u>%</u> of Stock	<u>Preference</u> No. of Holdings	<u>%</u> Stock	<u>Total</u> <u>%</u> of Stock
Canada	19,852	14.30	169	.46	10.20
United Kingdom & Other British	10,605	37.49	27,468	96.79	55.06
United States	31,494	43.41	82	.34	30.65
Other Countries	3,185	4.80	534	2.41	4.09
	65,136	100.00	28,253	100.00	100.00

CONSOLIDATED DEBENTURE STOCK

Perpetual 4% consolidated debenture stock was first authorized in 1889, when the Company had \$15,000,000 in first mortgage bonds outstanding, as well as other mortgages on certain sections of the system, together with an issue of land grant bonds. Subsequently, debenture stock was sold on the London market almost every year until

the First World War; at the same time the mortgage bonds and land grant bonds were being reduced. After that war, debenture stock was again sold in London and also in New York, the first sale on the latter market being in 1921. The last sale was made in 1937 in London when the remaining mortgage bonds were retired.

Consolidated debenture stock outstanding with the public amounted to \$295,438,229 as at December 31, 1948. In addition, \$30,150,500 was pledged as collateral to bonds and equipment obligations. Of the debenture stock in the hands of the public \$230,438,229 is in sterling (£47,350,321) and the balance, \$65,000,000 is in United States currency.

Holders of consolidated debenture stock have voting rights to the exclusion of preference and ordinary shareholders only if interest is in default to the extent of not less than 10% of any instalment of interest for more than 90 days. If, at the end of any calendar year after such default, the next earnings are sufficient to satisfy all interest in arrears including the interest for that year, or, if not sufficient, if the shareholders pay the deficiency, the voting rights of the holders of consolidated debenture stock cease.

NATIONAL INTEREST AND THE CANADIAN PACIFIC

The history of the Canadian Pacific Railway project is, in a measure, the history of the spread of industrial civilization over the western half of British North America.

It was conceived as a national undertaking necessary to the preservation of the north-western part of the continent to the Dominion and to the consummation of the Confederation pact. With the early extension of its services both in the West and to the Atlantic seaboard, it became fundamentally identified with the economic growth and welfare of the Dominion. Its importance as a transportation system was enhanced by steamship services on the Atlantic and Pacific oceans and by the growth of its many ancillary enterprises.

The development of Canada as a nation has been dependent on the provision of efficient transportation at low cost and in this role the Canadian Pacific Railway Company has played an important part.

**CANADIAN PACIFIC RAILWAY COMPANY
COMPARABLE DATA SHOWING DIGEST OF DEVELOPMENT
1885 - 1948**

Programme for Future Expenditures Required to Maintain
and Improve Standards of Railway Service on the
Canadian Pacific

The economies to be derived from a programme of railway capital expenditures by Canadian Pacific must be considered in the broadest terms and in relation to the past as well as the future development of the railway. The basic concept in the proposed programme is that Canada is still a growing country and that its expanding industries and commerce will require not only increased transportation services but also improved standards of service. The investment of capital as an aid to production is just as essential for a railway as for any of the industries it serves. The investment of capital in transportation facilities should keep pace with investment in other productive assets. Just as it would be poor economy for a farmer or manufacturer to enlarge his plant without providing facilities for efficient conveyance within the plant, so also would it be poor economy to increase the productive assets of the nation without a similar improvement and increase in the nation's transportation facilities.

The policy of Canadian Pacific from its earliest days has been to construct its railway plant to standards in keeping with the character and extent of traffic in prospect, and to enlarge and improve that plant as traffic increased. To this policy can be attributed in no small measure the survival and success of the railway as a private enterprise.

As Canada grew Canadian Pacific not only extended its lines to serve new sections of the country, but also made improvements to older property. The capacity and efficiency of the plant has been increased by greater capacity of freight cars and locomotives, improved roadbeds, heavier rail, installation of automatic signals and improvements and additions to terminal facilities. The carrying capacity of freight cars grew from 10 tons to 20, 30, 40, 50, 75, and now 100 tons or more. This was possible

only by corresponding improvements in motive power, track structure and facilities. Motive power developed from very small low-pressure simple steam locomotives with light loads of 35,000 lb. per axle, or less, up to the modern steam locomotive of high superheat, high steam pressure, with feedwater heaters and axle loads in excess of 65,000 lb., these high loads being supplemented by numerous technological improvements giving better performance and efficiency. These changes in rolling stock carried with them corresponding increases in the weight of rail from 50 lb per yard to 60, 70, 85, 90, 100, and now 130 lb, improvements in track fastenings and ballast, as well as major changes in the carrying capacity of bridges. At terminals turntables for handling locomotives have had to be increased in length from 60, to 70, 90, 100, 110, and 120 feet in length. Revisions of maintenance facilities were required so that roundhouses and backshops could provide for the maintenance of engines of increased weight and length.

Although the era of branch line construction which ended in the late 1920's is not likely to recur, Canadian Pacific has a continuing need for funds to improve and modernize its property in keeping with changing requirements. Throughout the depression, war and post war conditions of the past twenty years however, the net earnings of Canadian Pacific have been insufficient either to provide the funds required for reinvestment in the property or to attract new risk capital to the venture. During these years, however, there have been important changes in the standards of transportation service brought about by the development of highway and air transport, faster communication, and generally increased business tempo.

A matter of major importance is what may be described as the second phase of motive power development. The first phase was definitely related to the steam locomotive; the second

phase is related to the use of the internal combustion engine, immediately in the form of the diesel-electric locomotive, and probably in the near future in the form of the gas-turbine locomotive. Such forms of basically electric locomotives open up new possibilities for quick transportation of heavier loads at lower unit costs; but, as with the development of the steam locomotive in earlier years, so now with these new forms of power considerable changes are needed in track structure and in facilities for fuelling, servicing, maintaining and overhauling locomotives.

Canadian Pacific estimates that during the next five year period annual gross capital expenditures are required on road property and equipment amounting to an average of about \$80,000,000.

In making this estimate, consideration was given to the growth in the national economy and its effect upon the volume and extent of transportation needs, to the need for restoration of worn out work capacity of existing facilities and equipment, and to the improvements in service and economy that may be obtained through technical advances and additions to railway facilities.

As previously indicated, the size and extent of the railway plant, if it is properly geared to the nation's needs, does not remain at a stationary level. Evidence was submitted in the 20 percent case, showing that there is a close correlation between the growth of population and the growth of railway transportation service as measured in revenue ton miles. This correlation is observed in both the United States and Canada. Increasing volumes of traffic require additional locomotives and cars. There comes a time when the terminal facilities have to be expanded to accommodate the increased volume of traffic. In order to increase the capacity of single track lines, block signals and eventually centralized traffic control

are needed in some areas. Heavier rail is also made necessary by growth of traffic so as to permit higher train speeds and the operation of larger locomotives.

In addition to the expansion of facilities and equipment there is also the need for replacement of present facilities and equipment, to maintain the existing work capacity of the railway plant. The amount of expenditures required on this account is increased substantially by the fact that the cost of replacement greatly exceeds the original cost.

In the provision of new equipment and facilities it is possible to take advantage of technical advancements that are available to the railways. Application of these technical improvements increases railway capacity and creates economies. For instance, the use of diesel electric locomotives increases railway capacity by enabling heavier trains to be operated over some lines. Definite economies are derived from the use of diesel-electric locomotives owing to the higher utilization which it is possible to obtain from them, to their greater flexibility in service, to their higher thermal efficiency and lower fuel costs and for other reasons. Another illustration is that when the volume of traffic reaches a point where modern large scale terminal facilities are required the capacity of the terminal is increased and economies in operation may be derived from the installation of physical and mechanical aids, such as car retarders used in humping operations, two-way radio communication between yard masters and yard crews, and improved layout of tracks and facilities.

The combination of increased capacity and technical improvements in the railway plant will enable the traffic to be handled more expeditiously. This is important as the processing of materials, manufacturing, and selling are more and more dependent on an economic time flow of materials from primary production to finished goods. The efficient integration

of transportation service with the production and distribution processes of industry is essential to the economy of the nation. Industry generally is becoming more specialized with more rapid and large scale production. The high cost of materials makes it desirable to keep stocks of parts and goods as low as possible. Inventories tend to be held at a minimum and turnover tends to be at a higher rate. These developments emphasize the need and demand for fast reliable transportation to serve industry and commerce. Freight trains operated on closely timed schedules are required.

What is envisaged in this programme is an orderly long range planning of technical improvements and additions to railway facilities.

While the amount of \$80,000,000 annually for gross capital expenditure refers to a five-year programme it should be realized that this would be only the initial stage of a continuing programme. It is, however, impossible to forecast with any degree of accuracy the extent and nature of the requirements beyond a five-year period because this will be governed not only by the general growth in the national economy but also by the relative rates of growth in various sections of the country.

The long range programme includes:

(a) An examination and reconstruction of terminal facilities. This has already been initiated, and the Unit Yard in Montreal is the first phase in such terminal revisions. It is anticipated that completely new terminals, using the most modern methods for expediting the flow of traffic, will have to be installed in various transportation centres. A second measure is the examination, revision and addition of facilities in secondary terminals where present restrictions result in detention and high terminal cost.

(b) The revision of track standards, including an acceleration in the laying of heavier rail, bank widening and passing track extensions, all for the purpose of heavier loads, higher speeds,

higher frequency in train movements, and economies in maintenance.

(c) New installations of automatic signals and some revisions of existing installations.

(d) The introduction of centralized traffic control in congested areas.

(e) The introduction of new methods of communication for the expedition of train movement, terminal handling and car tracing.

(f) Greater use of diesel-electric locomotives and, eventually the introduction of gas-turbine locomotives.

These items may generally be considered as the basic elements for the expedition of traffic and increase in carrying capacity.

In addition, there are other revisions to the property required to effect improvements in service and economies in operation.

These include:

Grade and line revisions
Bridges
Tunnels
Roadway machines
Rail-water facilities
Station and office buildings
Freight sheds
Shops and enginehouses
Shop machinery

Any evaluation of savings or effect upon net income that might result from such capital expenditures is extremely difficult to develop because it is not possible to make a precise distinction between expenditures needed to handle additional traffic and those required to handle existing traffic more economically. Basically, the expenditures are needed to meet the nation's transportation requirements and to enable the railway to continue to provide efficient low cost transportation. However, many improvements or enlargements of facilities, although made primarily to increase capacity or provide better service, do result in operating economies over the long term. Broadly speaking, any railway capital expenditure can be economically justified only if:

(a) needed to enable the railway to maintain or increase gross earnings by holding existing traffic or handling additional traffic, for example the purchase of freight cars either to restore worn out work capacity or to provide for expanding national requirements.

or (b) it will result in savings in operating costs greater than the additional carrying charges for interest and depreciation created by the expenditure, for example, the purchase of labour saving machines used in the maintenance of track.

In practice, the decision as to whether an individual capital expenditure is economically justified may be influenced by both considerations, for example, the installation of centralized traffic control to replace block signals. Such an installation would increase capacity by enabling more trains to be operated over single track territory. It might also produce operating savings by reducing the length of time taken for a train to run over the line. Thus, in this case, the expenditure might be justified on the grounds of reducing operating costs as well as increasing potential gross earnings.

Prosecution of this programme would involve, in addition to the capital expenditures, charges to operating expenses amounting to about \$10,000,000 annually to cover the cost of replacement of non-depreciable property and incidental changes.

Notwithstanding the inherent difficulties of assessing potential savings from the proposed programme of expenditures, an attempt has been made. The economies could only develop gradually and there would necessarily be a considerable time lag between the expenditures and the realization of economies. Broadly speaking the assessment indicates that by the year 1955, or in the sixth year of the plan, the net savings after interest and depreciation on the gross capital expenditure would be in excess of \$11,000,000. During the first five years, however, the savings would be insufficient to cover that portion of the programme chargeable to operating expenses. Any attempt to forecast beyond the sixth year would be highly conjectural. Other things being equal, however, the economies could be ex-

pected to increase as the programme is continued.

In conclusion, it is pointed out that the need for these capital expenditures was drawn to the attention of the Board of Transport Commissioners in the 20 percent case to indicate the necessity of restoring Canadian Pacific credit to the level that would enable capital funds to be raised through the issue of equity stock as well as fixed interest obligations. It was submitted that this programme of expenditures was needed to assure continued low cost rail transportation. Adequate facilities and equipment are essential to efficient operation at low cost. If these are not provided the long run result must be either deterioration in service or higher unit costs of operation or both. The solution to this problem is so urgent that it must not be delayed any longer. The magnitude and urgency of the requirements arises out of the interruptions to normal capital programmes during the depression, war, and post war periods and to the present need of providing transportation for a rapidly growing population. The whole national economy is vitally affected as all industry and all business are dependent upon the ability of the railways to give good transportation.

STATEMENT SHOWING THE GROSS CAPITAL EXPENDITURES FOR THE EQUIPMENT PROGRAMME
AT THE END OF
THE FIRST FIVE YEAR PERIOD AND THE GROSS AND NET SAVINGS AS OF THE YEAR 1955

TYPE OF EQUIPMENT	REASON FOR EXPENDITURE	GROSS CAPITAL EXPENDITURE AS OF DEC. 31, 1954	INTEREST AT 4% YEAR 1955	AMORTIZATION YEAR 1955	NET SAVINGS FOR THE END OF THE FIRST FIVE YEAR PERIOD AND THE GROSS AND NET SAVINGS AS OF THE YEAR 1955
		GROSS OPERATING SAVINGS YEAR 1955			
FREIGHT CARS AND PASSENGER CARS	RESTORATION OF WORK CAPACITY (1) VALUE BASED ON ORIGINAL COST VALUE BASED ON EXCESS OF REPLACEMENT COST OVER ORIGINAL COST	\$ 53,605,000 \$ 70,050,000 \$ 23,655,000	(2)	\$ 2,802,000 (3)	\$ 3,607,000 CR
	EXPANDING NATIONAL REQUIREMENT	\$ 72,000,000 \$ 95,655,000	(4)		
LOCOMOTIVES	RESTORATION OF WORK CAPACITY (1) VALUE BASED ON ORIGINAL COST VALUE BASED ON EXCESS OF REPLACEMENT COST OVER ORIGINAL COST	\$ 19,145,000 \$ 30,345,000 \$ 49,490,000 \$ 19,250,000 \$ 68,740,000	(2)	\$ 1,214,000 (5)	\$ 6,705,000
	EXPANDING NATIONAL REQUIREMENT	\$ 4,400,000	(4)		\$ 3,675,000
BETTERMENTS TO EQUIPMENT	Lf 35 SAVAGE	\$ 7,010,000 (7) \$261,785,000		\$ 176,000 (6)	\$ 106,000 (6)
				\$12,532,000	\$6,773,000
				\$4,192,000	\$1,567,000

- NOTES (1) FOR PURPOSES OF THIS ANALYSIS THE EXPENDITURES REQUIRED TO RESTORE WORK CAPACITY OF EQUIPMENT HAVE BEEN BROKEN DOWN BETWEEN VALUE BASED ON ORIGINAL COST AND VALUE BASED ON EXCESS OF REPLACEMENT COST. THE VALUE BASED ON ORIGINAL COST WAS DEVELOPED BY RECALCULATING THE DEPRECIATION ALLOWED FOR THE YEAR OF NORMAL TRAFFIC ACCRUAS FOR THE NORMAL COST. THE NORMAL COST ACCRUA WAS THEN MULTIPLIED BY 5 YEARS TO OBTAIN THE VALUE BASED ON ORIGINAL COST. THE VALUE BASED ON EXCESS OF REPLACEMENT COST OVER ORIGINAL COST REPRESENTS THE EXCESS IN THE PURCHASE PRICE OF REPLACEMENT OVER ORIGINAL COST. LESS A REDUCTION OF ONE-THIRD BECAUSE THE NEWER UNIT HAS A GREATER WORK CAPACITY.
 2. RATES AND DEPRECIATION CHARGES ARE NOT TAKEN INTO ACCOUNT ON THAT PORTION OF EQUIPMENT COST OF EQUIPMENT AS SUCH CHARGES ARE NOW A PART OF RAILWAY COSTS AND THEREFORE DO NOT AFFECT THE NET SAVINGS.
 3. IN RATES AND DEPRECIATION CHARGE, ON THAT PORTION OF EQUIPMENT EXPENDITURES REPRESENTED BY EXCESS OF EQUIPMENT OVER ORIGINAL COST, ADD TO THE AMOUNT OF RAILWAY COSTS AND THEREFORE REDUCE NET SAVINGS.
 4. IT IS ASSUMED THAT INTEREST AND DEPRECIATION ON THAT PORTION OF EQUIPMENT EXPENDITURES NEEDED FOR EXPANDING NATIONAL REQUIREMENTS WILL BE PAID OUT OF INCREASED GROSS EARNINGS FROM INCREASED TRAFFIC VOLUME.
 5. RATES AND DEPRECIATION CHARGES INCREASE TOTAL RAILWAY COSTS, GROSS SAVINGS CALCULATED AT \$35,000 PER DIESEL-ELECTRIC LOCOMOTIVE UNIT AS DEVELOPED
 6. THE BASIC ASSUMPTION IS THAT THE INTEREST AND DEPRECIATION CHARGES WILL ALSO EQUAL THE GROSS SAVINGS.
 (7) SAVAGE IS A CREDIT TO THE DEPRECIATION RESERVE

**GROSS CAPITAL EXPENDITURES FOR THE ROAD AND
EQUIPMENT PROGRAMME FOR THE FIRST FIVE YEAR PERIOD AND THE GROSS
AND NET SAVINGS AS OF THE YEAR 1955**

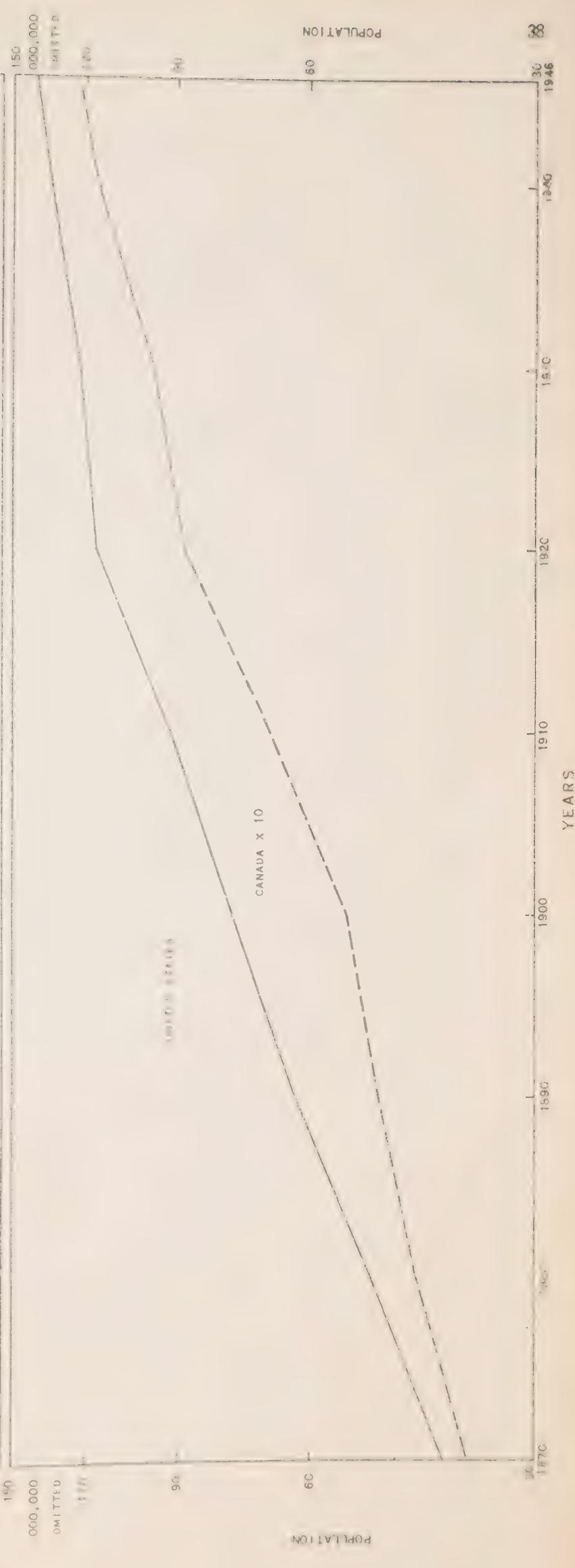
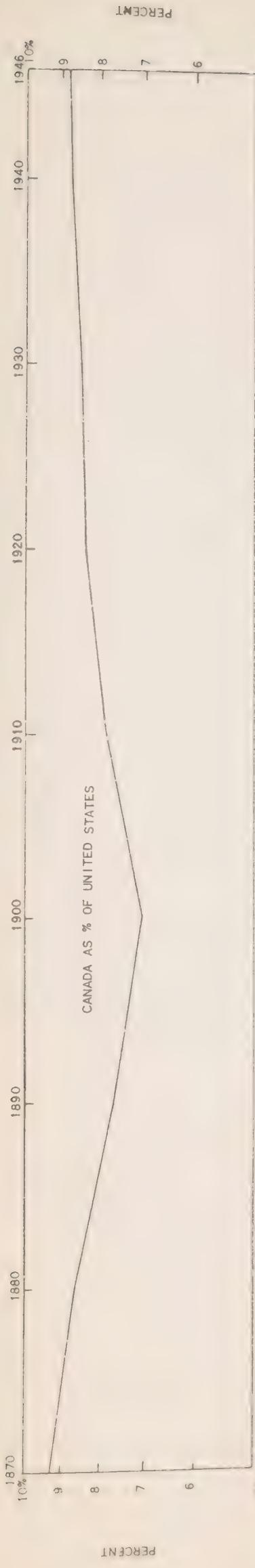
	<u>Gross Capital Expenditures as of Dec. 31, 1954</u>	<u>Gross Operating Savings year 1955</u>	<u>Interest year 1955</u>	<u>Amortization year 1955</u>	<u>Net Savings year 1955</u>
Road Property - Extraordinary	\$95,710,751	\$9,225,708	\$4,725,750	\$1,413,543	\$3,195,537
Equipment	<u>261,785,000</u>	<u>12,532,000</u>	<u>4,192,000</u>	<u>1,567,000</u>	<u>6,773,000</u>
Road Property - Ordinary	<u>40,081,521</u>	<u>3,215,215,200</u>	<u>\$3,277,928</u>	<u>\$2,430,643</u>	<u>\$10,268,371</u>
	<u>100,000</u>	<u>1,000,000</u>	<u>2,025,576</u>	<u>474,500</u>	<u>1,400,024</u>
	<u>190,035,074</u>	<u>12,505,500</u>	<u>\$11,004,524</u>	<u>\$3,152,243</u>	<u>\$11,748,761</u>
Average per year		<u>\$79,607,015</u>			
(1) Note					

The annual gross capital expenditure of \$79,607,015 (rounded out to \$80,000,000 in the text) differs somewhat from the \$75,000,000 given in evidence before the Board of Transport Commissioners in the 20 per cent figure.

This difference is accounted for by:

1. Rounding out of the figures.
2. For road property, revisions in the estimate of portion of the various items chargeable to capital.
3. For road property, inclusion of amounts chargeable to Depreciation Reserve in the "Gross Capital Expenditure". These amounts were formerly included in "Operating Expense and Other Accounts".

RELATIVE POPULATION - CANADA & U.S.



Population (Thousands)Canada and United States

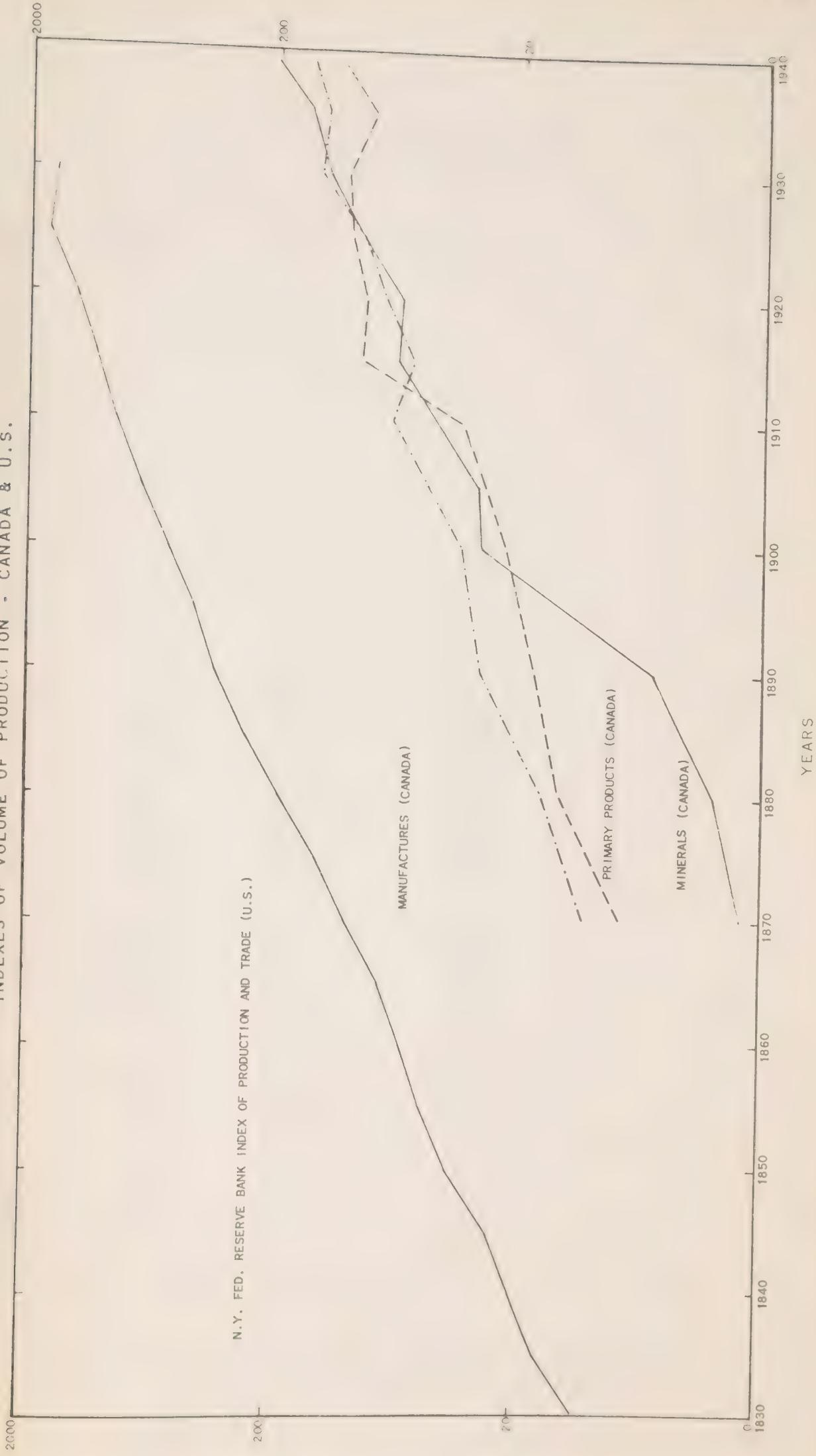
<u>Year</u>	<u>Canada</u>	<u>United States</u>	<u>Col. (1) as % of Col. (2)</u>
	(1)	(2)	(3)
1870-1	3,689	39,818	9.26
1880-1	4,325	50,156	8.62
1890-1	4,833	62,948	7.68
1900-1	5,371	75,995	7.07
1910-1	7,207	91,972	7.84
1920-1	8,788	105,711	8.31
1930-1	10,377	122,775	8.45
1940-1	11,507	131,669	8.74
1946 (est)	12,307	139,899	8.80

Census Years - Canada 1871 - 1941, United States 1870 - 1940

Source: Canada - Canada Year Book
 United States - Statistical Abstract of the United States

Oct. 1, 1949.

INDEXES OF VOLUME OF PRODUCTION - CANADA & U.S.



Indexes of Volume of Production

Canada and United States

Canada 1926 = 100

<u>Year</u>	<u>Primary Products</u> <u>(1)</u>	<u>Minerals</u> <u>(2)</u>	<u>Manufacturing</u> <u>(3)</u>	<u>U.S. 1870 = 100</u> <u>Volume of Production</u> <u>(4)</u>
1830				10.8
1835				15.88
1840				19.82
1845				26.77
1850				37.53
1855				48.08
1860				59.09
1865				72.57
1870	7.5	2.4	10.6	100.0
1875				132.0
1880	13.3	3.1	15.8	191.8
1885				261.4
1890	17.3	5.6	28.5	346.9
1895				422.2
1900	22.2	28.4	34.9	545.9
1905		29.5		719.5
1910	34.7	44.4	66.8	890.0
1915	89.1	63.9	55.6	1,065.8
1919	70.1	72.0	76.6	
1920	87.2	67.6	72.2	1,294.9
1921	82.2	57.8	69.8	
1922	99.0	65.7	80.0	
1923	114.4	79.7	85.2	
1924	80.0	82.8	82.6	
1925	98.8	89.6	87.8	1,670.4
1926	100.0	100.0	100.0	
1927	110.4	106.1	113.6	
1928	126.6	116.4	128.3	
1929	80.0	122.7	143.9	
1930	104.3	125.7	135.2	1,578.5
1931	85.4	114.4	132.1	
1932	100.2	105.2	112.3	
1933	74.1	115.6	106.7	
1934	75.5	137.1	118.9	
1935	81.8	147.7	127.6	
1936	67.5	164.1	125.5	
1937	63.1	190.2	134.7	
1938	93.4	193.6	131.1	
1939	110.7	206.7	145.8	

Sources: Canada: Computed by Professor J.L. McDougall, Queen's University, Kingston, Canada.

United States: This index was computed by the New York Federal Reserve Bank and has not been carried beyond 1939. It is available in Croxton and Cowden, Applied General Statistics (New York: Prentice - Hall, 1939), p. 619

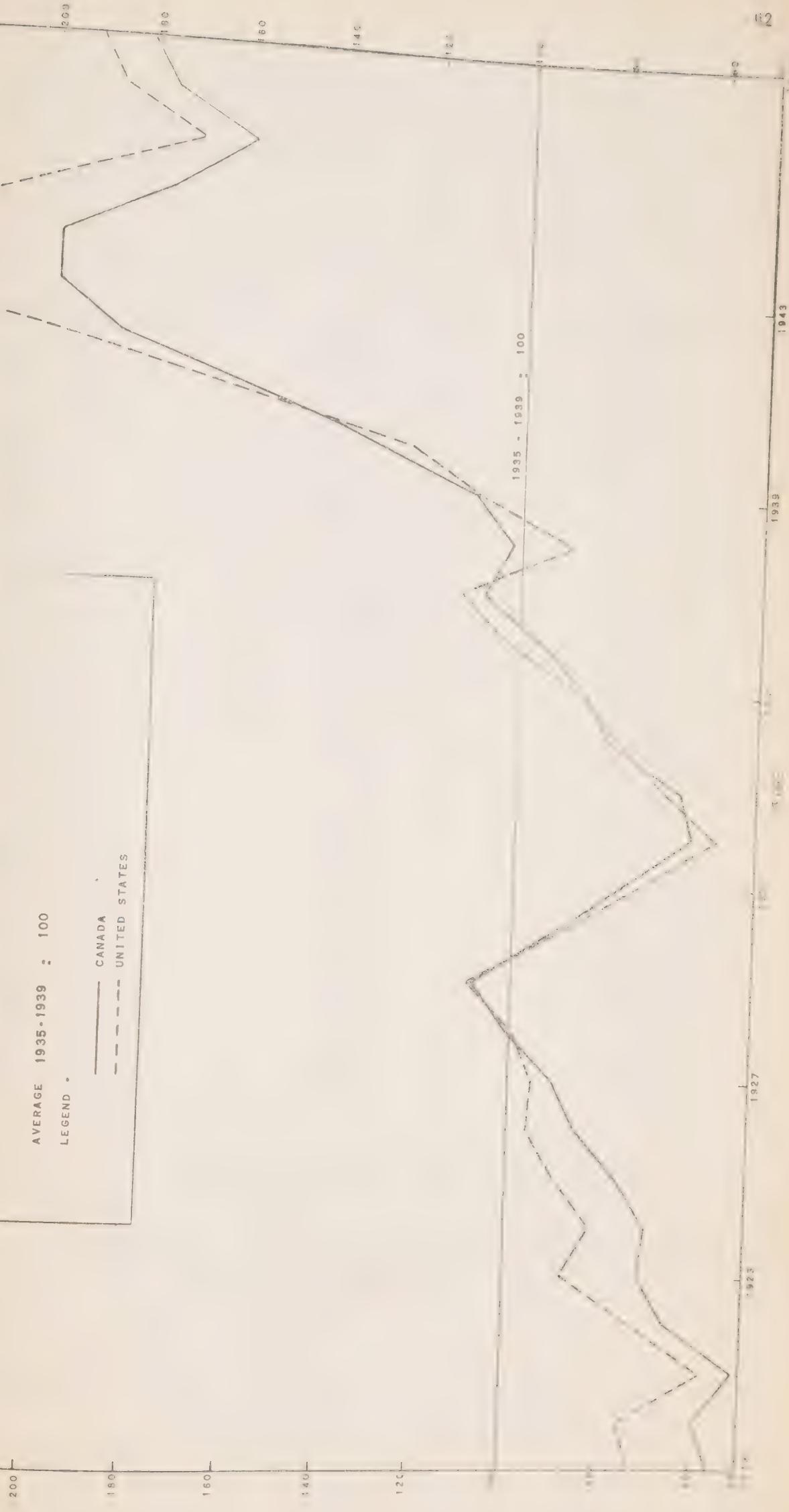
INDEXES OF INDUSTRIAL PRODUCTION IN

CANADA & UNITED STATES

AVERAGE 1935-1939 = 100

LEGEND .

— CANADA
- - - UNITED STATES



Indexes of Industrial Production

Canada and United States

Average 1935-39 = 100

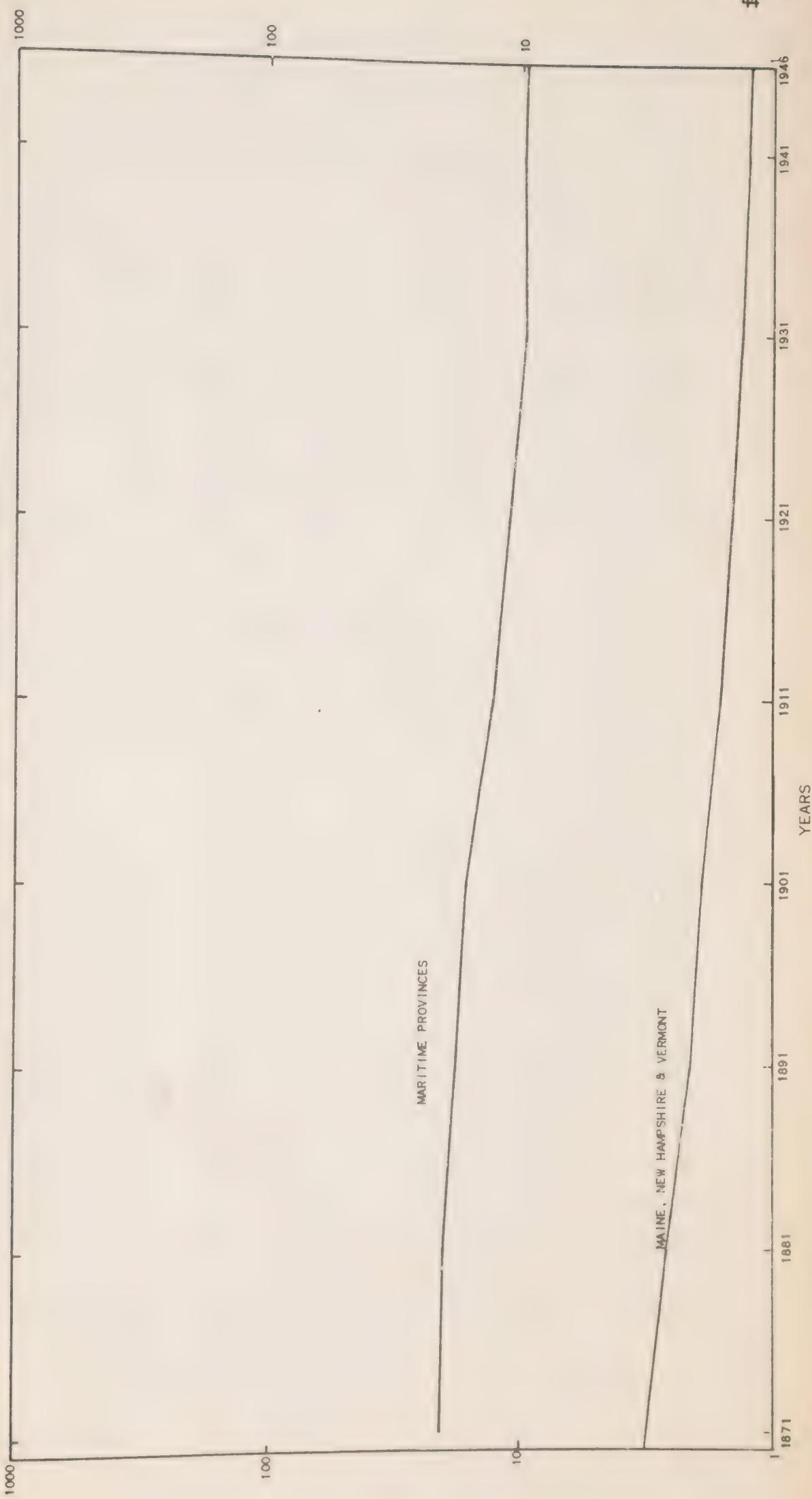
<u>Year</u>	<u>Canada</u>	<u>United States</u>
1919	56.0	
1920	59.7	72
1921	51.6	75
1922	65.7	58
1923	71.6	73
1924	70.4	88
1925	76.7	82
1926	85.6	90
1927	90.2	96
1928	100.6	95
1929	108.8	99
1930	92.3	110
1931	71.1	91
1932	70.2	78
1933	65.7	58
1934	80.0	69
1935	86.0	74
1936	95.3	87
1937	108.0	103
1938	102.1	113
1939	109.3	89
1940	130.2	109
1941	157.2	125
1942	185.3	162
1943	198.6	199
1944	198.8	239
1945	176.3	235
1946	159.2	203
1947	175.5	170
1948	181.5	

Source: Canada: Calculated by Dominion Bureau of Statistics.
 Available in Monthly Review of Business Statistics and Canadian Statistical Review.

United States: Calculated by Federal Reserve Board.
 Available in Federal Reserve Bulletin and the Survey of Current Business.

Oct. 1, 1949.

POPULATION MARITIME PROVINCES
VS. STATES OF MAINE, NEW HAMPSHIRE & VERMONT
EXPRESSED AS PERCENTAGES OF NATIONAL TOTALS



Population (Thousands)Maritime ProvincesExpressed as Percentages of National Totals

<u>Year</u>	<u>Prince Edward Island</u> <u>(1)</u>	<u>Nova Scotia</u> <u>(2)</u>	<u>New Brunswick</u> <u>(3)</u>	<u>Total Maritime Provinces</u> <u>(4)</u>	<u>Canada</u> <u>(5)</u>	<u>Per Cent of Total Pop.</u> <u>(4) (5)</u>
1871	94.0	387.8	285.6	767.4	3,689	2.56
1881	108.9	440.6	321.2	870.7	4,325	2.51
1891	109.1	450.6	321.3	880.8	4,833	2.52
1901	103.3	459.6	331.1	894.0	5,371	2.53
1911	93.7	492.3	351.9	937.9	7,207	2.52
1921	88.6	523.8	387.9	1,000.3	8,788	2.54
1931	88.0	512.8	408.2	1,009.0	10,377	2.52
1941	95.0	578.0	457.4	1,130.4	11,507	2.52
1946(est)	94.0	612.0	480.0	1,186.0	12,307	2.51

Source: Canada Year Book

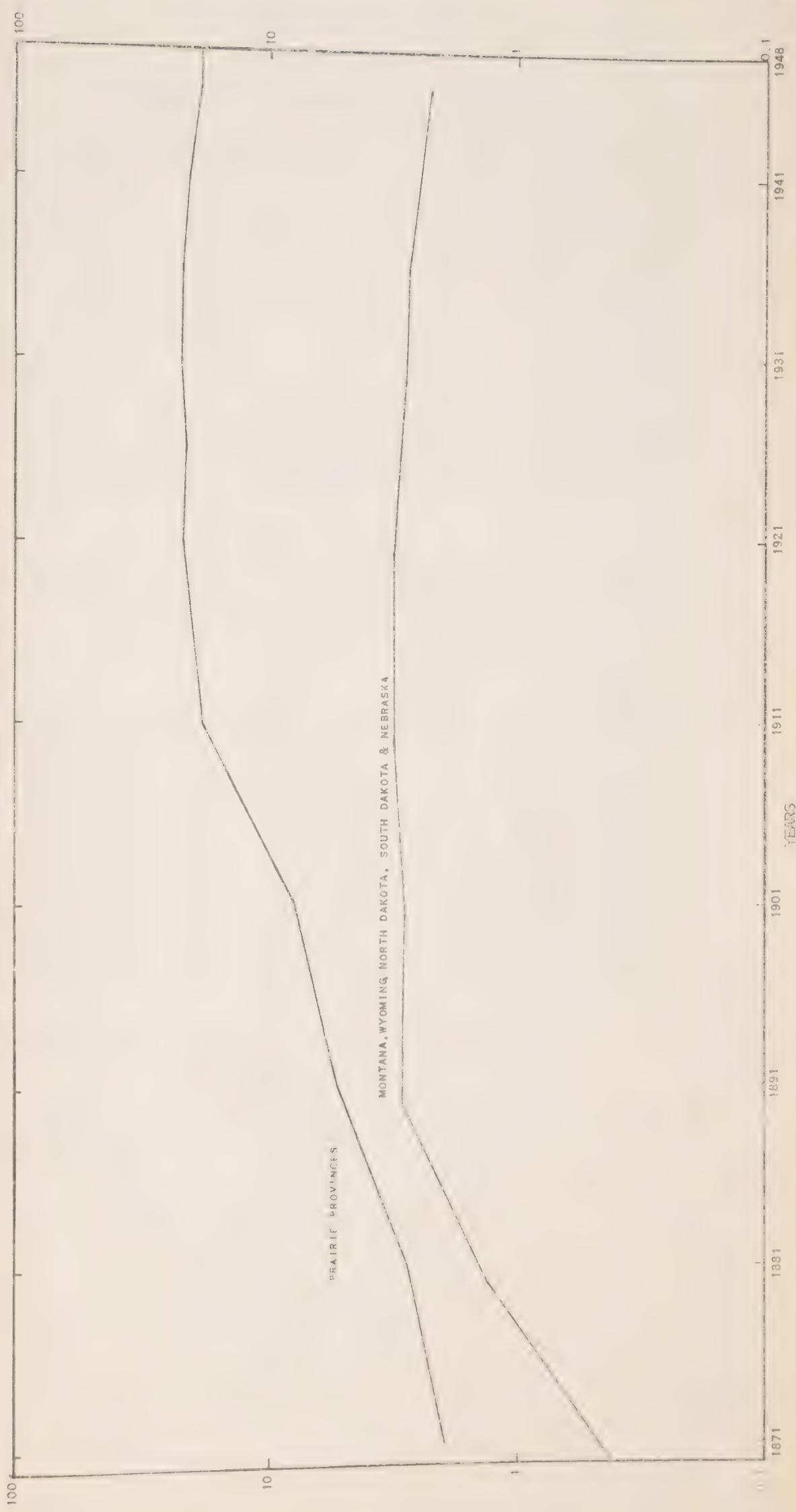
Population (Thousands)States of Maine, New Hampshire and VermontExpressed as Percentages of National Totals

<u>Year</u>	<u>Maine</u>	<u>New Hampshire</u>	<u>Vermont</u>	<u>Total Three States</u>	<u>United States</u>	<u>Per Cent of Total Pop.</u> <u>(4) (5)</u>
1790	96.5	141.9	85.4	323.8	3,929	2.41
1800	151.7	183.9	154.5	490.1	5,308	2.87
1810	228.7	214.5	217.9	661.1	7,240	2.83
1820	298.3	244.2	236.0	778.5	9,638	3.08
1830	399.5	269.3	280.7	949.5	12,866	3.09
1840	501.8	284.6	291.9	1,078.3	17,069	2.92
1850	583.2	318.0	314.1	1,215.3	23,192	2.51
1860	628.3	326.1	315.1	1,269.5	31,443	2.04
1870	626.9	318.3	330.6	1,275.8	39,818	1.59
1880	648.9	347.0	332.3	1,328.2	50,156	1.55
1890	661.1	376.5	332.4	1,370.0	62,948	1.41
1900	694.5	411.6	343.6	1,449.7	75,395	1.51
1910	742.4	430.6	356.0	1,529.0	91,972	1.60
1920	768.0	443.1	352.4	1,563.5	105,711	1.61
1930	797.4	465.3	359.6	1,622.3	122,775	1.49
1940	847.2	491.5	359.2	1,697.9	131,669	1.30
1946(est)	863.0	508.0	352.0	1,722.0	139,899	1.27

Source: Statistical Abstract of the United States.

Oct. 1, 1949.

POPULATION PRAIRIE PROVINCES
VS. STATES OF MONTANA, WYOMING, NORTH DAKOTA, SOUTH DAKOTA & NEBRASKA
EXRESSED AS PERCENTAGES OF NATIONAL TOTALS



Population (Thousands)Prairie ProvincesExpressed as Percentages of National Totals

Year	Manitoba	Saskatchewan	Alberta	Total			Col. (4) as % of Col. (5)
				(3)	(4)	(5)	
1871	25.2		48.0		73.2	3,689	1.98
1881	62.3		56.4		118.7	4,325	2.74
1891	152.5		99.0		251.5	4,833	5.20
1901	255.2	91.3		73.0	419.5	5,371	7.81
1911	461.4	492.4		374.3	1,328.1	7,207	18.43
1921	610.1	757.5		588.5	1,956.1	8,788	22.26
1931	700.1	921.8		731.6	2,353.5	10,377	22.68
1941	729.7	896.0		796.2	2,421.9	11,507	21.05
1946 (est)	727.0	830.0		800.0	2,357.0	12,307	19.15

Source: Canada Year Book. The entire population of the Northwest Territories is attributed to Saskatchewan and Alberta in 1871-91. At 1901 - the first year in which these provinces are separately reported the population of the Yukon was 27,219 and of the Northwest Territories 20,219.

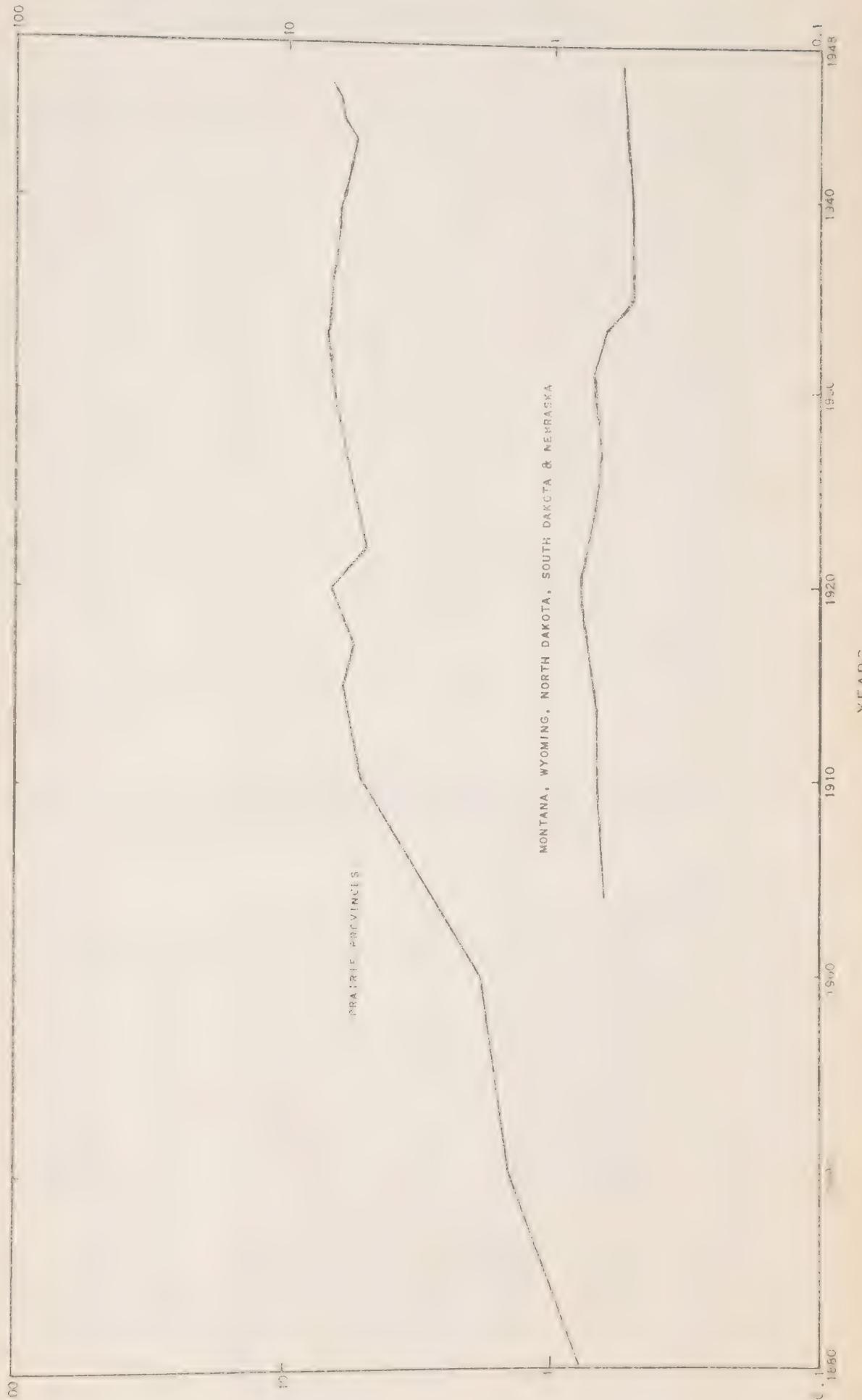
Population (Thousands)States of Montana, Wyoming, North Dakota, South Dakota and NebraskaExpressed as Percentages of National Totals

Year	Montana	Wyoming	North Dakota	South Dakota	Nebraska	Total	Col. (6) as % of Col. (7)
						Five	
						Spring Wheat	
(1)	(2)	(3)	(4)	(5)	(6)	United States	(7)
1870	20.6	9.1	2.4	11.8	123.0	160.9	39,818 0.42
1880	39.2	20.8	36.9	98.3	452.4	647.6	50,156 1.29
1890	142.9	62.6	191.0	348.6	1,807.8	1,807.8	62,948 2.87
1900	243.3	92.5	319.1	401.6	1,066.3	2,122.8	75,995 2.79
1910	376.1	146.0	577.1	583.9	1,192.2	2,875.3	91,972 3.14
1920	548.9	194.4	646.9	636.5	1,296.4	3,323.1	105,711 3.14
1930	537.6	225.6	680.8	692.8	1,378.0	3,514.8	122,775 2.86
1940	559.5	250.7	641.9	643.0	1,315.8	3,410.9	131,609 2.59
1946 (est)	478.0	263.0	536.0	551.0	1,285.0	3,113.0	139,899 2.23

Source: Statistical Abstract of the United States.

Oct. 1, 1949.

EMPLOYEES IN MANUFACTURING INDUSTRIES
V.S. STATES OF MONTANA, WYOMING, NORTH DAKOTA, SOUTH DAKOTA & NEBRASKA
EXRESSED AS PERCENTAGES OF NATIONAL TOTALS



Employees in Manufacturing Industry
Provinces of Manitoba, Saskatchewan and Alberta
Expressed as Percentages of National Totals

Year	Manitoba	Saskatchewan	Alberta	Total Prairie Provinces	Canada	Col. (4) as % of Col. (5)
	(1)	(2)	(3)	(4)	(5)	(6)
1880	1,921	83		2,004	254,935	0.79
1890	4,403	1,081		5,484	369,595	1.48
1900	5,219	1,168		6,387	339,173	1.88
1910	17,325	3,250	6,980	27,555	515,203	5.35
1915	19,668	3,621	7,255	30,544	497,170	6.14
1917	18,939	6,230	9,461	34,630	606,523	5.71
1920	23,728	6,709	10,955	41,392	598,893	6.91
1922	13,076	3,494	6,516	23,086	456,256	5.06
1929	24,012	7,025	12,216	43,253	666,531	6.49
1933	18,871	4,782	9,753	33,406	468,658	7.13
1937	23,706	6,107	12,524	42,337	660,451	6.41
1939	23,910	6,475	12,712	43,097	658,114	6.55
1940	26,679	7,415	14,191	48,285	762,244	6.33
1943	37,003	11,683	20,613	69,299	1,241,068	5.58
1944	40,937	12,361	22,186	75,484	1,222,882	6.17
1945	38,367	11,617	21,486	71,470	1,119,372	6.38
1946	38,367	11,957	22,649	72,973	1,058,156	6.90

Data covers all establishments except for years 1900 and 1910 when they cover establishments with 5 employees or over.

Source: Canada Year Book.

Employees in Manufacturing Industry
States of Montana, Wyoming, North Dakota, South Dakota and Nebraska
Expressed as Percentages of National Totals

Year	Montana	Wyoming	North Dakota	South Dakota	Nebraska	Total Five Spring Wheat States	Total	Col. (6) as % of Col. (7)
							(1)	(2)
1904	8957	1834	1755	2492	20260	35298	5468383	0.65
1909	11655	2867	2789	3602	24336	45249	6615046	0.68
1914	13704	2989	3275	3788	25144	28900	7036247	0.69
1919	17160	6634	4472	6382	36521	71169	9096372	0.78
1921	11384	7254	3107	4635	27655	54035	6946570	0.78
1923	15943	7510	3552	5146	31267	63418	8778950	0.72
1925	14777	6333	3261	5107	27108	56586	8381511	0.68
1927	14242	5577	3260	5551	26110	54740	8349755	0.66
1929	14860	6258	3990	6525	28212	59845	8838743	0.68
1931	9582	4808	3306	5369	23289	46354	6506701	0.71
1933	8244	3833	3103	4731	19483	39394	6055736	0.65
1935	8725	3172	2551	4400	17855	36703	7203794	0.51
1937	11268	3795	2854	4970	19590	42477	8569231	0.50
1939	9171	3484	2637	5538	18807	39637	7886567	0.50
1947	13606	4285	3823	8002	37338	67114	11918000	0.56
	(Prelim)							

Source: Statistical Abstracts of the United States.

Oct. 1, 1949.

POPULATION BRITISH COLUMBIA
VS. STATE OF WASHINGTON
EXPRESSED AS PERCENTAGE OF NATIONAL TOTALS



Population (Thousands)
British Columbia
Expressed as Percentages of National Totals

<u>Year</u>	<u>British Columbia</u> <u>(1)</u>	<u>Canada</u> <u>(2)</u>	<u>Col. (1) as %</u> <u>of Col. (2)</u> <u>(3)</u>
1871	36.2	3,689	0.98
1881	49.5	4,325	1.14
1891	98.2	4,833	2.03
1901	178.7	5,371	3.33
1911	392.5	7,207	5.45
1921	524.6	8,788	5.97
1931	694.3	10,377	6.69
1941	817.9	11,507	7.11
1946 (est)	1,003.0	12,307	8.15

Source: Canada Year Book

Population (Thousands)
State of Washington
Expressed as Percentages of National Totals

<u>Year</u>	<u>Washington</u> <u>(1)</u>	<u>United States</u> <u>(2)</u>	<u>Col. (1) as %</u> <u>of Col. (2)</u> <u>(3)</u>
1870	24.0	39,818	0.06
1880	75.1	50,156	0.15
1890	357.2	62,948	0.57
1900	518.1	75,995	0.68
1910	1,142.0	91,972	1.24
1920	1,356.6	105,711	1.28
1930	1,563.4	122,775	1.27
1940	1,736.2	131,669	1.32
1946 (est)	2,293.0	139,899	1.64

Source: Statistical Abstract of the United States.

Oct. 1, 1949.

STATEMENT OF CLASS RATES BETWEEN POINTS IN CANADA AS COMPARED WITH CLASS RATES BETWEEN POINTS IN THE
UNITED STATES FOR COMPARABLE DISTANCES

From	To	Class Rates in Cents Per 100 Lbs.						Tariff Reference
		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	
Winnipeg, Man.	Regina, Sask.	357	152	127	100	76	68	CPRY-W-790-A
Grand Forks, N. D.	Mankato, Minn.	383	216	184	150	118	80	WTL 231-A
Winnipeg, Man.	Calgary, Alta.	323	265	221	176	137	119	CPRY-W-790-A
Winnipeg, Man.	Sidney, Neb.	323	254	202	165	114	102	WTL 231-A
Fort William, Ont.	Winnipeg, Man.	425	355	329	292	176	147	CPRY-W-790-A
St. Paul, Minn.	Pierre, S.D.	433	254	206	154	130	109	WTL 231-A
Duluth, Minn.	Minneapolis, Minn.	425	347	293	173	135	114	WTL 231-A
Fort William, Ont.	Regina, Sask.	323	221	176	137	119	112	CPRY-W-790-A
St. Paul, Minn.	Scottsbluff, Neb.	323	254	214	176	137	119	WTL 231-A
Winnipeg, Man.	Winnipeg, Man.	323	263	223	177	132	112	WTL 231-A
Fort William, Ont.	Calgary, Alta.	425	323	276	192	144	124	CPRY-W-790-A
St. Paul, Minn.	Dixon, Mont.	433	254	171	126	82	70	WTL 350-B
Duluth, Minn.	Montana, Mont.	425	263	173	136	87	70	WTL 350-B
Montana, Mont.	Winnipeg, Man.	323	269	215	167	138	112	United States Tariff
Buffalo, N.Y.	Montana, Mont.	323	361	286	234	150	124	CFA 491-D

From	To	Class Rates in Cents Per 100 Lbs.					Tariff Reference
		1	2	3	4	5	
Toronto, Ont.	Regina, Sask.	1564	433	361	292	224	188 Can.Frt.Assn. 4-F
Buffalo, N.Y.	Gillette, Wyo.	1577	521	448	364	288	195 CFA 491-D
Toronto, Ont.	Calgary, Alta.	2054	548	455	367	282	240 Can.Frt.Assn. 4-F
Fredonia, N.Y.	Dillon, Alta.	2022	778	655	544	445	331 CFA 491-D
Montreal, Que.	Minot, Minn.	1355	323	269	215	167	138 Can.Frt.Assn. 4-F
New York, N.Y.	Omaha, Neb.	1366	432	368	303	238	162 T.L.A. 107-C
Boston, Mass.	Fort Dodge, Iowa	1337	419	355	294	230	157 T.L.A. 107-C
Montreal, Que.	Kensington, Sask.	1711	433	361	292	224	188 Can.Frt.Assn. 4-F
New York, N.Y.	Huron, S.D.	1715	511	435	358	281	192 T.L.A. 107-C
Monteagle, Miss.	Pierre, S.D.	1709	507	471	355	279	191 T.L.A. 107-C
Montreal, Que.	Calgary, Alta.	2221	548	455	367	282	240 Can.Frt.Assn. 4-F
New York, N.Y.	Winnipeg, Man.	2194	772	655	540	424	289 T.L.A. 107-C
Monteagle, Miss.	Calgary, Alta.	2204	772	655	540	424	289 T.L.A. 107-C

October 1st, 1949.

COMPARISON OF RATES ON VARIOUS COMMODITIES FROM AND TO POINTS IN THE UNITED STATES
WITH RATES ON THE SAME COMMODITIES FROM AND TO POINTS IN CANADA FOR SIMILAR DISTANCES

UNITED STATES

CANADA

Commodity	From	To	Miles	Rate Per 100 Lbs. Except Carload Minimum Weight Lbs.				From	To	Miles	Rate Per 100 Lbs. Except Carload Minimum Weight Lbs.			
				As Noted	%	Tariff Reference	As Noted				As Noted	%	Tariff Reference	
Automobiles:														
Passenger	(Detroit, Mich.	Albany, N.Y.	522	201	10,000	GTR 4985	Windsor, Ont.	Montreal, Que.	559	118	10,000	GTRy.E.1355-E		
	(Detroit, Mich.	Billings, Mont.	1498	528	10,000	(ML)	Windsor, Ont.	Winnipeg, Man.	323	10,000	GTR 5-H			
	(Detroit, Mich.	Butte, Mont.	1724	601	10,000	(491-D)	Windsor, Ont.	Regina, Sask.	433	10,000	GTR 5-H			
Freight	(Detroit, Mich.	Boston, Mass.	706	219	10,000	(CTR 130-C) (CTR 490-B)	Windsor, Ont.	Quebec, Que.	726	132	10,000	GTRy.E.1355-E		
	(Detroit, Mich.	Billings, Mont.	1498	528	10,000	HAL	Windsor, Ont.	Winnipeg, Man.	269	10,000	GTR 5-H			
	(Detroit, Mich.	Butte, Mont.	1724	601	10,000	(491-D)	Windsor, Ont.	Regina, Sask.	361	10,000	GTR 5-H			
Agricultural Implements	Chicago, Ill.	Billings, Mont.	1231	216	24,000	WTL 350-B	Toronto, Ont.	Winnipeg, Man.	1208	100	24,000	GTR 5-H		
	Chicago, Ill.	Butte, Mont.	1457	281	24,000	WTL 350-B	Toronto, Ont.	Regina, Sask.	1564	155	24,000	GTR 5-H		
States	Houlton, Me.	Buffalo, N.Y.	798	91	36,000	NEFA 51-B	Woodstock, N.B.	Toronto, Ont.	777	46	35,000	GTRy.E.1240-A		
	Presque Isle, Mich.	Albany, N.Y.	580	75	36,000	NEFA 51-B	Woodstock, N.B.	Brockville, Ont.	594	38	35,000	GTRy.E.1240-A		
	Crookston, Minn.	Chicago, Ill.	690	63	36,000	WTL 297-B	Claresholm, Alta.	Brandon, Man.	683	60	40,000	GTRy.W.22-B		
Iron and Steel Articles	Pittsburgh, Pa.	Albany, N.Y.	473	63	40,000	FRR 480-C	Hamilton, Ont.	Trois Rivieres, Que.	468	56	40,000	GTRy.E.560-D		
	Pittsburgh, Pa.	Bismarck, F.D.	1278	119	40,000	(WTL 491-D) (WTL 338-K)	Hamilton, Ont.	Winnipeg, Man.	1246	122	30,000	GTR 4-F		
Hats and Shoes	Boston, Mass.	Buffalo, N.Y.	475	171	15,000	R&I ICC A 3050	Montreal, Que.	Windsor, Ont.	559	99	20,000	GTRy.E.2180		
	Boston, Mass.	Minneapolis, Minn.	1314	355	24,000	TL 107-C	Montreal, Que.	Winnipeg, Man.	1355	215	20,000	GTR 4-F		
	Boston, Mass.	Billings, Mont.	2204	594	20,000	TO 4-H	Montreal, Que.	Calgary, Alta.	2221	367	20,000	GTR 4-F		
Wine	North Plymouth, Mass.	Waterloo, Ia.	1278	121	24,000	WTL 338-K	Brantford, Ont.	Winnipeg, Man.	1267	107	50,000	GTR 5-H and GTRy.W.175-B		
	North Plymouth, Mass.	Nelham, S.D.	1628	165	20,000	WTL 338-K	Brantford, Ont.	Regina, Sask.	1623	157	50,000	GTRy.W.175-B		
	Duluth, Minn.	Leola, S.D.	393	80	24,000	WTL 25-F	Fort William, Ont.	Oakbank, Man.	406	69	24,000	GTRy.W.175-B		
Lumber	Cambridge Jct., Vt.	Boston, Mass.	249	34	50,000	St. J&L 7	Braeside, Ont.	Toronto, Alta.	245	21	48,000	GTRy.E.810-A		
	Bemidji, Minn.	Franklin, N.D.	269	52	36,000	NPFY. 1600-N	Winfield, Winfield, Alta.	Drumheller, Alta.	267	24	50,000	GTRy.W.775-A		
Salt	Detroit, Mich.	Syracuse, N.Y.	378	37	80,000	GTR 534-C	Coderich, Ont.	Ottawa, Ont.	381	33	40,000	GTRy.E.1170-B		
	Detroit, Mich.	Utica, N.Y.	427	39	80,000	GTR 534-C	Coderich, Ont.	Montreal, Que.	468	33	40,000	GTRy.E.1170-B		
	Hutchinson, Kan.	Manitowoc, Wis.	789	56	45,000	WTL 319-A	Neepawa, Man.	Radnor, Alta.	792	58	36,000	GTRy.W.1170-F		
Sugar	New York, N.Y.	Buffalo, N.Y.	400	39	40,000	TL 92-H	Montreal, Que.	Kitchener, Alta.	397	44	40,000	GTRy.E.1355-E		
	East Grand Forks, Minn.	Sioux City, Ia.	465	79	60,000	GTRy. 600-L	Raymond, Raymond, Qu'Appelle, Alta.	Qu'Appelle, Sask.	470	80	24,000	GTRy.W.387-C		
Paper, Wspri	Hillinocket, Me.	New York, N.Y.	515	57	40,000	R&I Ry.ICC 2592	Trois Rivieres, Quebec, Kenora, Ont.	London, Ont.	539	50	40,000	GTRy.E.1010-B		
	International Falls, Minn.	Wichita, Kan.	933	85	40,000	WTL 169-N	Kenora, Ont.	Calgary, Alta.	949	117	40,000	GTRy.W.170-F		
Letter	Boston, Mass.	Springfield, Mass.	98	29	40,000	NYC 3003-A	Montreal, Que.	Ottawa, Alta.	117	29	20,000	GTRy.E.1355-E		
	Elbow Lake, Minn.	Superior, Wis.	240	65	20,000	See Line 360-L	Alix, Kent Bridge, Ont.	Drumheller, Alta.	237	79	20,000	GTRy.E.199-G		
Cattle	Wyoming, Del.	New York, N.Y.	171	44	24,000	PNR 1697-A	Calgary, Ont.	Toronto, Alta.	170	24	25,000	GTRy.E.1160		
	Bismarck, N.D.	Chicago, Ill.	835	92	24,000	See Line 344-E	Winnipeg, Man.	Winnipeg, Alta.	823	62	20,000	GTRy.W.5-B		
Canned Goods	Rochester, N.Y.	Aberdeen, S.D.	1228	141	36,000	TL 107-C	Hamilton, Ont.	Winnipeg, Que.	1246	138	24,000	GTR 4-F		
	Springfield, Mass.	Albany, N.Y.	102	19	36,000	R&I ICC A-3050	Sherbrooke, Montreal, Que.	Montreal, Que.	101	18	30,000	GTRy.E.1355-E		

UNITED STATES

CANADA

Commodity	From	To	Miles	Rate Per 100 Lbs. Except As Noted					Reference	Rates Per 100 Lbs. Except As Noted					
				Carload Weight	Minimum Lbs.	Tariff	From	To		Miles	Carload Weight	Minimum Lbs.	Tariff	Reference	
Pulpwood	Jackman, Gladstone, Mich.	Hillinocket, Marinette, Wis.	111 65	14 11	54,000 40,000	CFRY.E.1510-D Soo Line 199-K	Pembroke, Savanne,	Ont. Ont.	Hull, Fort William, Ont.	107 72	10 $\frac{1}{2}$ 4 $\frac{1}{2}$	54,000 50,000	CFRY.E.810-A CFRY.W.175-B		
Canned Goods	Lochester, Springfield, Mass.	Aberdeen, Albany, N.Y.	1228 102	14.1 19	36,000 36,000	TL 107-C PRR IOC A-3050	Hamilton, Sherbrooke,	Out. Que.	Winnipeg, Montreal, Que.	1246 101	138 18	24,000 30,000	GPA A-F CFRY.E.1355-E		
Pulpwood	Jackman, Gladstone, Mich.	Hillinocket, Marinette, Wis.	111 65	14 11	54,000 40,000	CFRY.E.1510-D Soo Line 199-K	Pembroke, Savanne,	Ont. Ont.	Hull, Fort William, Ont.	107 72	10 $\frac{1}{2}$ 4 $\frac{1}{2}$	54,000 50,000	CFRY.E.810-A CFRY.W.175-B		
Woodpulp	(Hillinocket, (International Minn.)	Portland, Park Falls, Falls,	203 295	22 27	50,000 Marked Cpa- NFRY.2853-X	(MoGRR IOC (C-4591 city of car.)	Sault Ste. Mari., Fort William,	Ont. Ont.	Sturgeon Falls, Kenora, Ont.	235 294	21 16	50,000 80,000	CFRY.E.1290-A CFRY.W.175-B		
Brick, Common	Albany, Buffalo, Detroit Lakes, Detroit Lakes,	South Schenectady, Lowiston, Hankinson, Hendell,	N.Y. N.Y. N.D. Minn.	19 31 176 137	132 NT 132 NT 60,000 60,000	NYC E.206 NYC E.206 Soo Line 60-I Soo Line 60-I	Delson, Milton, Medicine Hat, Winnipeg,	Que. Ont. Alta. Man.	Montreal, Toronto, Calgary, Brandon,	18 33 176 134	130 NT 170 NT 13 11 $\frac{1}{2}$	50,000 50,000 60,000 60,000	CFRY.E.130-B CFRY.E.130-B CFRY.W.712-B CFRY.W.712-B		
Cement, Building	Hudson, Rapid City,	Pittsburgh, Glasgow,	N.Y. S.D.	502 391	32 64	NYC 305-I TCFB 14-I	Montreal, Exshaw,	Que. Alta.	Saint John, Winnipeg,	N.B. Man.	488 881	30 58	60,000 40,000	CFRY.E.180-A CFRY.W.712-B	
Lumber	Seattle, Seattle, Seattle, Seattle,	Wash. Grand Forks, Wash. Buffalo, Wash. New York, Wash. Boston,	N.D. N.Y. N.Y. Mass.	1499 2655 3047 3130	86 118 118 118	TCFB 18-P TCFB 17-S TCFB 17-S TCFB 17-S	Vancouver, Vancouver, Vancouver, Vancouver,	B.C. B.C. B.C. B.C.	Winnipeg, Toronto, Montreal, Quebec,	Man. Ont. Que. Que.	1465 2695 2878 2905	83 107 109 109	50,000 50,000 50,000 50,000	CFRY.W.200-A GPA 113-B GPA 113-B GPA 113-B	

October 1st, 1949.

STATEMENT OF MOTOR TRUCK AND/OR WATER COMPETITIVE RATES AND EARNINGS
FOR REPRESENTATIVE MOVEMENTS

E A S T E R N C A N A D A

D O M E S T I C R A T E S

	Rate Per	100 lbs.	Minimum	Average	Earnings		Tariff Reference E.135-E				
					Except	Per Car Per Mile \$					
Automobiles	Windsor,	Ont.	Montreal, Que.	567	118	10,000	10,657	125.75	22.2	4.17	Item 100
	Toronto,	Ont.	Montreal, Que.	591	118	89,000	115,900	145.79	10.0	1.71	Item 120
	Waterloo, Ont.	Ont.	Montreal, Que.	511	11	10,000	10,000	146.05	1.0	0.18	Item 130
Canned Goods	Chatham,	Ont.	Montreal, Que.	519	55	30,000	62,570	344.14	66.3	2.12	Item 310
Coffee	Berwick,	Ont.	Montreal, Que.	516	35	30,000	35,323	123.63	10.0	1.62	Item 140
Cotton Piece Goods	Magog,	Que.	Montreal, Que.	95	33	24,000	38,820	128.11	134.8	6.94	Item 600
Empty, Returned	Toronto,	Ont.	Montreal, Que.	344	41	30,000	45,480	186.47	54.2	2.38	Item 710
Fertilizer	Hull West,	Que.	Montreal, Que.	119	17	30,000	61,740	104.96	88.2	2.86	Item 795
Lumber	Sault Ste. Marie, Ont.	Ont.	Montreal, Que.	155	17	(1) 40,000 (2) 45,000	62,530	106.30	70.9	2.27	Item 1470
	Barrette,	Que.	Montreal, Que.	150	17	(1) 40,000 (2) 45,000	62,530	106.30	70.9	2.27	Item 1470
Paint, Varnish, etc.	Brantford,	Ont.	Montreal, Que.	419	70	24,000	33,435	234.05	55.9	3.34	Item 1670
Paper Bags	Trois Rivieres,	Que.	Montreal, Que.	96	17	40,000	46,510	79.07	82.4	3.54	Item 1970
Paper, Building	Joliette,	Que.	Montreal, Que.	55	13	30,000	40,920	53.20	96.7	4.73	Item 1920
Paper, Newsprint	Trois Rivieres,	Que.	Montreal, Ont.	96	20	50,000	71,515	143.03	148.9	4.16	Item 1520
Rubber Tires, etc.	Toronto,	Ont.	Montreal, Que.	344	59	20,000	33,850	199.72	58.1	3.43	Item 2260
Sap, Sap Chips, etc.	Toronto,	Ont.	Montreal, Que.	344	40	40,000	58,310	233.24	67.8	2.33	Item 980
Salvage	Gatineau,	Que.	Montreal, Ont.	112	22	24,000	52,415	115.31	103.0	3.93	Item 1730
Evaporated Milk	Chesterville,	Ont.	Montreal, Que.	93	22	30,000	67,592	148.70	159.8	4.73	Item 1540

(1) - To Box Cars

(2) - To Flat Gondola Cars

Commodity	From	To	Miles	Rate Per 100 lbs. Except As Noted	Minimum Carload Weight Lbs.	Average Loading Weight Lbs.	S. Y. M. D. G. 6		Rate Per 100 lbs. Reference E 1555-E
							Per Car	Per Mile	
Canned Goods	Galt,	Montreal, Que.	304	41	30,000	40,125	164.51	2.13	Item 310
Ale, Beer and Porter	Montreal,	Toronto, Ont.	344	41	40,000	56,538	231.81	2.10	Item 45
Cans	Montreal,	Toronto, Ont.	344	41	30,000	34,900	143.09	2.06	Item 1510
Cards	Montreal,	Toronto, Ont.	116	15	60,000	94,150	141.23	2.09	Item 200
Cards	Montreal,	Toronto, Ont.	235	28	24,000	30,021	84.06	2.08	Item 430
Cards	Toronto, Ont.	Toronto, Ont.	110	21	45,000	49,076	103.06	2.07	
Copper Rods	Montreal, Que.	Toronto, Ont.	344	38	50,000	71,527	271.80	2.21	
Employes, Ale & Beer, etc.	Montreal, Que.	Toronto, Ont.	344	41	30,000	52,690	216.03	2.38	
Furniture	Montreal, Que.	Toronto, Ont.	344	41	24,000	34,950	143.30	2.00	
Furniture	Montreal, Que.	Toronto, Ont.	344	62	24,000	44,606	257.96	2.50	
Furniture	Montreal, Que.	Toronto, Ont.	252	32	24,000	62,236	199.16	2.54	
Furniture	Montreal, Que.	Toronto, Ont.	88	22	Any Quantity	33,000	72.60	82.5	
Paper, Printing	Port Arthur, Ont.	Toronto, Ont.	807	41	60,000	65,980	270.52	2.05	Item 1840
Paper, Newsprint	Cap de la Madeleine, Que.	Toronto, Ont.	433	33	50,000	60,200	198.66	2.02	
Paper, Newsprint	Trois Rivieres, Que.	Toronto, Ont.	428	33	50,000	54,435	179.64	2.04	
Paper, Newsprint	Trois Rivieres, Que.	Toronto, Ont.	77	35	20,000	21,200	74.20	2.00	Item 2210
Paper, Newsprint	Toronto, Ont.	Toronto, Ont.	71	4 $\frac{1}{4}$	60,000	118,360	50.30	1.99	Item 246
Shingles or Siding, Roofing	Montreal, Que.	Toronto, Ont.	34	37	40,000	49,250	182.23	2.12	
Sugar	Montreal,	Toronto, Ont.	344	35	60,000	78,300	274.05	2.07	
Sugar	Saint John,	Toronto, Ont.	810	51	80,000	81,830	117.33	2.01	
Wallboard	Pont Rouge,	Toronto, Ont.	480	45	36,000	55,810	251.15	2.03	Item 1950
Tomatoes	Tilbury,	Toronto, Ont.	195	32	24,000	32,825	105.04	2.07	Item 950
Tomatoes	Tilbury, Ont.	Hamilton, Ont.	474	\$5.57 GT	80,640	127,220	316.35	2.07	Item 1210

E A S T E R N C A N A D A - D O M E S T I C R A T E S - Cont'd

Commodity	From	To	Rate Per 100 lbs. Except as Noted	Miles	Minimum Car Load Weight Lbs.	Average Loading Weight Lbs.	Rate Per Ton Per Mile		Rate Per Ton Per Mile Reference
							Per Car	Per Vehicle	
Milk, Fresh	Chesterville, Ont.	Hamilton, Ont.	36	24,000	56,500	203.40	69.7	2.47	Item 1540
Paper, Wrapping	Trois Rivieres, Que.	Hamilton, Ont.	46	36,000	54,260	249.60	53.3	1.96	Item 1900
Paper Boxes	Windsor (Sandwich), Ont.	Hamilton, Ont.	18	100,000	106,400	191.52	93.0	1.75	Item 65
Salt, Soda	Sault Ste. Marie, Ont.	Hamilton, Ont.	40	40,000	50,424	201	52.5	2.08	Item 152
Salt, Soda	Montreal, Que.	Hamilton, Ont.	37	60,000	109,885	406.57	10.6	1.56	Item 1120
Salt, Soda	Saint John, N.B.	Hamilton, Ont.	35	60,000	80,830	282.91	12.7	1.45	Item 2420
Ale, Beer, Porter	Ottawa, Ont.	Quebec, Que.	51	80,000	108,000	550.80	9.6	1.70	Item 340
Automobiles	Oshawa, Ont.	Quebec, Que.	33	26,000	43,700	111.01	10.5	1.05	Item 340
Canned Goods			\$43.70 per 2 Vehicles		6,730	97.40	20.7	6.15	Item 340
Cheese, Salad Dressing	Montreal, Que.	Quebec, Que.	65	30,000	48,730	316.75	10.8	1.91	Item 510
Paper Boxes	Montreal, Que.	Quebec, Que.	33	25,000	36,405	144.00	10.5	1.45	Item 150
Trois Rivieres, Que.	Montreal, Que.	Quebec, Que.	28	30,000	27,535	84.00	10.5	1.45	Item 150
Soap, Soap Chaps	Trois Rivieres, Que.	Montreal, Que.	18	36,000	54,879	201.78	126.6	1.64	Item 1900
Soap, Soap Chaps	Montreal, Que.	Montreal, Que.	56	24,000	27,790	155.62	30.8	1.45	Item 144
Montreal, Que.	Montreal, Que.	Montreal, Que.	19	60,000	99,353	188.77	109.1	1.04	Item 340
Montreal, Que.	Montreal, Que.	Montreal, Que.	21	40,000	40,000	175.50	75.0	1.25	Item 2600
Pig Iron	Oshawa, Ont.	Trois Rivieres, Que.	51	30,000	53,840	274.90	66.5	3.28	Item 140
Pig Iron	Bellefontaine, Ont.	Rivieres, Trois Rivieres, Que.	11	87,500	87,500	96.25	10.5	1.25	Item 140
Cement			\$64.47 GT	100,800	118,720	342.90	49.6	0.84	Item 140
Steel Bars	West Toronto, Ont.	Chatham, Ont.	21	30,000	65,650	137.87	78.8	2.40	Item 775
Superphosphate	Hamilton, Ont.	Chatham, Ont.	28	40,000	126,337	353.74	222.5	3.52	Item 1150
	Hamilton, Ont.	Chatham, Ont.	14	80,000	107,750	150.85	94.9	1.76	Item 240

EASTERN CANADA - DOMESTIC RATES - Cont'd

Commodity	From	To	Miles	Rate Per 100 lbs. Except As Noted		Minimum Carries Weight Lbs.	Average Loading Weight Lbs.	Rate Per 100 lbs. Per Mile		Rate Per 100 lbs. E. 135-E
				Per Car	Per Mile			Per Car	Per Mile	
Logs	Montreal,	Que.	500	1.15	1.15	70,000	107.27	1.15	1.15	107.27
Logs	Gracefield,	Que.	500	1.15	1.15	70,000	13.35	70.73	2.62	Item 1450
Logs	Mont Laurier,	Que.	500	1.15	1.15	70,000	14.16	111.24	14.16	Item 1450
Logs	Shawville,	Que.	500	1.15	1.15	70,000	#4.957	55.21	105.82	Item 1450
Logs	Lake St. John,	Que.	500	1.15	1.15	70,000	71.100	60.44	74.6	2.10
Apples	Simcoo,	Ont.	217	2.17	2.17	24,000	91.40	36.9	3.08	Item 900
Apples	Simcoo,	Ont.	218	2.18	2.18	24,000	91.870	49.04	4.04	Item 920
Apples	Simcoo,	Ont.	353	1.1	24,000	31.050	119.00	42.12	2.12	Item 920
Apples	Simcoo,	Ont.	352	1.1	24,000	30.875	120.03	34.01	2.33	Item 900

- Carload Minimum Weight 70,000 lbs. except when cars are loaded to capacity and will not contain minimum weight specified, actual weight will apply but not less than 50,000 lbs.

U. S. M. O. D. - T. Y.

F. & M.

Rate per 100 lbs. Except As Noted	Miles	Rate per 100 lbs. Per Ton	Average Per Mile Per Ton	Rate per 100 lbs. Per Ton	Rate per 100 lbs. Per Ton
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At and East* Wheat
Rate:
"At and East* Wheat
Rate:

Port McNichols,	Onto.	Montreal,	Que.	44.0	18.07%	80.00	105,000	154.16	Yard.	66	Sup. L7
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Port Moncton,	Onto.	West Saint John,	N.B.	91.5	19.00%	80.00	105,000	182.00	19.9	28	Sup. L7
Brownsville Falls,	Que.	Trois Rivières,	Que.	72	18	60,000	75.55	80.00	367.0	16.0	Bo. 1355-E
Brudenell, 100.00	Que.	Trois Rivières,	Que.	60,000	10.00	120,000	121.00	952.00	10.0	Bo. 1355-E	
Ottawa,	Onto.	Montreal, Mary.	Que.	55.9	4.9	30,000	74.00	92.50	69.00	14.95	Bo. 1355-E
Ottawa,	Onto.	Montreal, West.	Que.	51.1	3.1	30,000	47.20	51.50	161.00	6.25	Bo. 1355-E
Plantagenet,	Onto.	Montreal, Mary.	Que.	50	3.0	30,000	44.79	53.25	171.00	7.00	Bo. 1355-E
Milk, Condensed or Evaporated,	Onto.	Montreal, Mary.	Que.	54	14	30,000	70.00	85.00	121.00	3.40	Bo. 1355-E
Milk, Condensed or Evaporated	Ontario,	Montreal, Mary.	Que.	55	15	30,000	82.30	100.75	149.00	3.50	Bo. 1355-E
Milk, Condensed or Evaporated	Quebec,	Montreal, Mary.	Que.	51.3	3.1	30,000	74.00	87.21	133.00	5.75	Bo. 1355-E
Wood pulp,	Ontario,	Montreal, Mary.	Que.	56	1.20	40,000	91.72	508.10	110.00	2.60	Bo. 1355-E

E A S T E R N C A N A D A - I M P O R T R A T E S

Date	Quebec	Toronto	Toronto	Toronto	Toronto
Sept. 1	\$5.00	60.00	112.00	145.00	185.00
Sept. 1	40	40	40	40	40
Sept. 1	300	300	300	300	300
Sept. 1	\$5.00	60.00	112.00	145.00	185.00
Sept. 1	40	40	40	40	40
Sept. 1	300	300	300	300	300
Sept. 1	\$5.00	60.00	112.00	145.00	185.00
Sept. 1	40	40	40	40	40
Sept. 1	300	300	300	300	300

*Imports - Domestic, Export and Import Traffic, Eastern Canada see 293.00

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**STATEMENT OF LESS THAN CARLOAD MERCHANDISE CARS FROM
 MONTREAL, QUE., AND TORONTO, ONT., AND SASKATOON, SASK.,
 SAULT STE. MARIE, ONT., AND WINNIPEG, MAN., AND VANCOUVER, B.C.,
 TO VARIOUS DESTINATIONS FOR REPRESENTATIVE DATES
 IN MONTH OF JUNE, 1949.**

<u>From</u> Montreal, Que. <u>To</u>	CPRy. Miles	Average Weight Per Car (Pounds)	Average Rate Per 100 Lbs.	Average Revenue Per Car	Average Revenue Per Mile
Sherbrooke,	Que.	113	19,700	46	90.62 80.2
Quebec,	Que.	173	20,802	55½	115.45 66.7
Saint John,	N.B.	488	27,271	106	289.07 59.2
Smiths Falls,	Ont.	135	29,969	54½	163.33 121.0
Toronto,	Ont.	344	29,793	62	184.72 53.7
Hamilton,	Ont.	384	29,600	82½	244.20 63.6
Galt,	Ont.	398	18,925	92½	175.06 44.0
London,	Ont.	455	17,063	97	165.51 36.4
Windsor,	Ont.	567	25,020	113½	283.98 50.1
Ottawa,	Ont.	121	18,995	45½	86.43 71.4
North Bay,	Ont.	364	14,657	82½	120.92 33.2
Winnipeg,	Man.	1,414	23,308	269	626.99 44.3
Regina,	Sask.	1,770	19,120	361	690.23 39.0
Calgary,	Alta.	2,237	20,820	455	947.31 12.3
Edmonton,	Alta.	2,262	19,920	455	906.36 40.1
Vancouver,	B.C.	2,878	21,580	541	1,167.48 40.6

<u>From</u> Toronto, Ont. <u>To</u>	CPRy. Miles	Average Weight Per Car (Pounds)	Average Rate Per 100 Lbs.	Average Revenue Per Car	Average Revenue Per Mile
Sherbrooke,	Que.	440	28,200	93	262.20 59.6
Quebec,	Que.	511	30,050	95½	286.98 56.2
Montreal,	Que.	350	32,357	62	200.61 57.3
Smiths Falls,	Ont.	215	26,106	66½	173.60 80.7
Ottawa,	Ont.	261	21,225	67½	143.27 54.9
Kingston,	Ont.	216	13,975	59½	83.15 38.5
Hamilton,	Ont.	45	15,444	22½	34.75 77.2
Galt,	Ont.	62	8,920	29½	26.31 42.4
London,	Ont.	120	13,938	45	62.72 52.3
Chatham,	Ont.	184	14,829	60	88.97 48.4
Windsor,	Ont.	232	21,325	57½	122.62 52.9
Sudbury,	Ont.	265	23,530	67½	158.83 59.9
North Bay,	Ont.	331	26,045	64½	167.99 50.8

<u>F r o m</u> Toronto, Ont. <u>T o</u>	CPRy. Miles.	Average Weight Per Car (Pounds)	Average Rate Per 100 Lbs.	Average Revenue Per Car	Average Revenue Per Car Mile
Sault Ste. Marie, Ont.	439	24,320	94	228.61	52.1
Winnipeg,	Man.	1,226	32,975	269	887.03
Regina,	Sask.	1,583	25,525	361	921.27
Calgary,	Alta.	2,054	30,112	455	1,370.10
Vancouver,	B.C.	2,931	36,575	541	1,978.71

<u>F r o m</u> Winnipeg, Man. <u>T o</u>						
Montreal,	Que.	1,414	12,528	269	337.00	23.8
Toronto,	Ont.	1,226	14,675	269	394.76	32.2
Fort William,	Ont.	420	14,967	129	193.07	46.0
Regina,	Sask.	357	14,356	108	155.04	43.4
Moose Jaw,	Sask.	398	9,842	119	117.12	29.4
Swift Current,	Sask.	509	13,448	163	219.20	43.1
Saskatoon,	Sask.	481	12,593	133	167.49	34.8
Prince Albert,	Sask.	518	12,088	148	178.90	34.5
Yorkton,	Sask.	279	12,340	90	111.06	39.8
Lethbridge,	Alta.	758	9,253	209	193.39	25.5
Calgary,	Alta.	823	17,408	221	384.72	46.7
Edmonton, (NARys)	Alta.	849	17,935	217	389.19	45.8
North Battleford, Sask.		654	12,248	171	209.44	32.0
Brandon,	Man.	134	7,587	57	43.25	32.3

<u>F r o m</u> Regina, Sask. <u>T o</u>						
Winnipeg,	Man.	357	6,389	107	68.36	19.1
Moose Jaw,	Sask.	42	11,700	19	22.23	12.1
Swift Current,	Sask.	152	9,690	65	62.99	11.4
Saskatoon,	Sask.	172	12,416	61	75.74	11.1
Yorkton,	Sask.	231	8,093	52	42.08	11.1
Weyburn,	Sask.	119	9,456	37	34.99	10.1
Estevan,	Sask.	173	8,531	64	54.60	10.1
Medicine Hat,	Alta.	300	10,740	95	102.03	10.2
Calgary,	Alta.	467	9,172	133	121.99	10.1
Vancouver,	B.C.	1108	13,293	294	390.81	10.1

From Saskatoon, Sask.		CPRys. Miles	Average Weight Per Car (Pounds)	Average Rate Per 100 Lbs.	Average Revenue	
To					Per Car	Per Car Mile
Winnipeg,	Man.	481	9,280	133	123.42	25.7
Moose Jaw,	Sask.	214	12,720	69	87.77	41.0
Regina,	Sask.	172	9,341	61	56.98	33.1
Edmonton,	Alta.	369	11,706	102	119.40	32.4

From Moose Jaw, Sask.						
To						
Regina,	Sask.	42	6,375	19	12.11	22.8
Swift Current,	Sask.	111	9,163	55	50.40	45.4
Medicine Hat,	Alta.	258	6,900	89	61.41	23.8
Calgary,	Alta.	425	9,873	127	125.39	29.5
Yellow Grass,	Sask.	75	26,300	36	94.68	126.2
Weyburn,	Sask.	92	14,300	43	61.49	66.8
Lethbridge,	Alta.	360	4,500	110	49.50	13.8

From Calgary, Alta.						
To						
Winnipeg,	Man.	823	11,762	221	259.94	31.6
Regina,	Sask.	467	11,031	133	146.71	31.4
Moose Jaw,	Sask.	425	5,315	127	67.50	15.9
Swift Current,	Sask.	315	6,816	102	69.52	22.1
Medicine Hat,	Alta.	176	17,545	32	56.14	31.9
Lethbridge,	Alta.	127	22,015	23	50.63	39.9
Edmonton,	Alta.	195	15,301	36	55.08	28.2
Nelson,	B.C.	415	11,516	167	192.32	46.3
Vancouver,	B.C.	642	12,505	191	238.85	37.2

From Vancouver, B.C.						
To						
Toronto.	Ont.	2,691	20,381	541	1,102.61	41.0
Winnipeg,	Man.	1,465	18,203	356	648.03	44.2
Calgary,	Alta.	642	19,991	191	381.83	59.5
Nelson,	B.C.	513	23,845	156	371.98	72.5

<u>From</u> Vancouver, B.C.	<u>To</u>	CPRy. Miles	Average Weight Per Car (Pounds)	Average Rate Per 100 Lbs.	Average Revenue Per Car	Average Revenue Per Car Mile
Grand Forks,	B.C.	418	17,151	129	221.25	52.9
Cranbrook,	B.C.	651	16,243	171	277.76	42.7
Tadanac,	B.C.	506	18,340	152	278.78	55.1
Trail,	B.C.	507	16,380	152	248.98	49.1
Kelowna,	B.C.	298	11,302	91	102.85	34.5
Penticton,	B.C.	254	18,139	87	157.81	62.1
Princeton,	B.C.	183	11,589	69	79.96	43.7
Revelstoke,	B.C.	380	14,886	129	192.03	50.5
Kamloops,	B.C.	251	15,694	87	136.54	54.4
Salmon Arm,	B.C.	316	21,661	96	207.95	65.8
Lytton,	B.C.	156	12,067	62	74.82	48.0
Victoria,	B.C.	107	13,671	62	84.76	79.2
Duncan,	B.C.	67	11,934	50	59.67	89.1

October 1st, 1949.

Statement of Loading Weights of Individual carloads Way-Bill Freight Cars from Montreal, Que., Toronto, Ont., Winnipeg, Man., Regina, Sask., Moose Jaw, Sask., Saskatchewan, Sask., Calgary, Alta., and Vancouver, B.C., to representative destinations.

From Montreal, Que.

Average of June 1st, 10th, 14th, 16th, and 20th, 1949.

<u>To</u>	<u>Number of Cars</u>	<u>Average Weight Per Car</u>
Trenton, Ont.	5	18,040
Montreal & Ottawa	5	10,220
Cornwall - Swing, Ont.	5	11,600
Labelle - Mont Laurier, Que.	5	15,380
Cowansville, Que.	5	17,000
St. Marguerite - Labelle, Que.	5	10,740
Marelan, Que.	5	8,580
St. Felix, Que.	5	9,720
Voligny - Joliette, Que.	5	13,620
Lanoraie - Berthierville, Que.	5	14,840
Trois Rivieres - Grandes Piles, Que.	5	23,220
Ottawa - Maniwaki, Que.	5	18,200
Lachute, Que.	5	12,680
Farnham, Que.	6	18,350

From Toronto, Ont.

Average of June 3rd, 9th, 15th and 21st, 1949.

Arris, Ont.	4	7,705
Guelph, Ont.	4	8,450
Lindsay, Ont.	4	2,725
Galt, Ont.	14	4,400
White River, Ont.	4	5,350
Mountain Grove, Ont.	2	6,700
Oakville, Ont.	4	3,150
Coldwater, Ont.	4	6,925
Humber, Ont.	6	7,500
Barnesdale, Ont.	7	8,914
Dixie, Ont.	5	4,810
Orangeville, Ont.	4	8,900
Erin, Ont.	4	2,375

From Winnipeg, Man.Average Month of June, 1949.

<u>To</u>	<u>Average Weight Per Car</u>
White Fox - Albertville	7982
Newstead - Murray Park	6904
Nipawin - Pontrillas - Leacross - Armley - Colburn	9266
Medora - Wood Bay	7245
Windygates - Fort Whyte	6006
Wynyard - Mozart - Elfros - Leslie - Tuffnell	7842
Lanigan points north of Prince Albert	7500
Ostersund - North Transcona	5785
Foam Lake - Saltcoats	7438
Sinnet - Naicam	6700
Bredenbury - Langenburg	5223
Gronlid - Lacvert	4885
St. Boniface - Dominion City - Emerson	4662
Foxwarren - Largs	8058
Neebing - Magrach	7325
Wishart - Edmore	8061
Binscarth - Inglis - Russell	4601
Codette - Wadena	8609
Aneroid - Valor	5445
Tisdale - Laco	2898
Shaunavon - Pontiex	4348
Brandon - Kemmay - Moosomin	9553
Assiniboia - Archive	8145
MacGregor - Rugby Junction - Moore Park - Carberry	3339
Bienfait - Schwitzer	7248
Riverton - Donan Spur	5842
Neudorf - Scallion	8649
Engen - Kandahar except Lanigan	5100
St. Oueens - Birds Hill	5829
Franklin - Arden - Gladstone - Genest - Minnedosa	7255
Great Falls - Buchan	8425
Bulyea Subs	8622
Broadview - Homestead	8117

From Regina, Sask.Average Month of June, 1949.

<u>To</u>	<u>Average Weight Per Car</u>
Valor - Shaunavon	6425
Sinnett - Gronlid	5518
Oakshella - Broadview	5876
Sintaluta - Wolseley	5809
Percival - Kemnay	7264
Lanigan - Prince Albert	7508
Creelman - Stoughton	7538
Grand Coulee - Pasqua	5894
Strasbourg - Lanigan	7266
Simpson - Colonsay	6505
Lanigan - Melfort	346
Archive - Mankota	7134
Bexhill - Big Beaver	6191
Pilot Butte - Indian Head	5133
Summerberry - Grenfell	3910
Adair - Reston	6254
Pasqua - McTaggart	9248
Wilson - Val Marie	5155
Strasbourg - Manson	8417
Richardson - Sedley	6925
Carlyle - Scuris	3554

From Saskatoon, Sask.Average Month of June, 1949.

Engen - Wynyard	\$11.4
Sinnett - Gronlid	5640
Tobey - Meadow Lake	5532
Edmore - Wishart	4300
Cory - Wilkie	6323
Cory - Baljennie	5113
Phippen - Camrose	5.31
Rexford - Kerrobert	10046
Brookland - Macklin	2575

From Saskatoon, Sask. (Cont'd)

<u>To</u>	<u>Average Weight Per Car</u>
Catherwood - Kerrobert	7096
Cathkin - Kelfield	3614
Ermine - Outlook	6085
Mozard - Bredenbury	8126
Attica - White Fox	7738
Drake - Manson	5791
Forslung - Regina	2842
Goudie - Nipawin	6035
Cloan - Lambton Park	8763
Battleford - North Battleford	8553
Onward - Chigwell	9917
Rosetown - McMorran - Matador	9640
Hillmond - Paradise Valley	2118

From Moose Jaw, Sask.Average Month of June, 1949.

Archive - Assiniboia	6164
Abound - Wymark	5945
Stonehenge - Mankota	4100
Stirling - Val Marie	4500
Belbeck - Kerrobert	6485
Boharm - Waldeck	5840
Bexhill - Big Beaver	6280
Pasqua - Weyburn	3900

From Calgary, Alta.Average Month of June, 1949.

Namaka - Cheadle	6127
Brickburn - Canmore	8995
Inverlake - Matziwin	7261
Midnapore - Granum	6607
Beddington - Forth	4972
Revelstoke - Arrowhead	4173
Kamloops - North Bend	8304

From Calgary, Alta. (Cont'd)

<u>To</u>	<u>Average Weight Per Car</u>
Mara - Vernon	6751
Ottertail - Twin Butte	6537
Indus - Barstow	3930
Kalamalka - Kelowna - Penticton and points	9781
Morningside - Ellerslie	3921
Chigwell - Coronation	7393
Throne - Kerrobert	5526
Mazeppa - Kipp	9955
Herronton - Lomond	6348
Mendham - Fox Valley	4723
Countess - Empress	7206
Granta - Craighu	5856
McGillivrey - Fernie	6810
Bargrave - Wimborne	7644
Bluffton - Breton	4357
Gwynne - Cory	6954
Blackfalds - Rimbey	4136
Macleod	6278
Lethbridge points	9548
Stavely - Granum	10590

From Vancouver, B.C.Average Month of June, 1949.

Cassidy - Wellington	7637
Coombs - Port Alberni	7643
Lake Cowichan branch	4040
Vernon - Kelowna	9058
Golden - Bull River	14205
Nanoose - Courtenay	9356
Ladysmith - Russell	10316
Mara - Vernon	12050
Cranbrook - Kimberley	11280
Monte Creek - Clanwilliam	7043
Revelstoke - Field	14000

From Vancouver, B.C. (Cont'd).

<u>To</u>	Average Weight Per Car
Chaumox - Cherry Creek	8299
Othello - South Penticton	11307
Arawana - Beaverdell	9318
Taurus - Midway	12118
Pitt Meadows - China Bar	6236
Matsqui - Huntingdon	5917
Hope - West Summerland	7078
Copper Mountain Sub.	12390
Barnet - Coquitlam	2385

October 1st, 1949.

STATEMENT OF LESS THAN CARLOAD PICK-UP AND DELIVERY COMPETITIVE RATES
 FROM AND TO REPRESENTATIVE POINTS,
 ALSO SUCH RATES LESS THE COST OF P&D SERVICE,
 WITH REVENUE PER TON AND PER TON MILE.

E A S T E R N C A N A D A

M O N T R E A L,
 Q U E.

P I C K - U P A N D D E L I V E R Y R A T E S

T O	Miles	COMMODITY COLUMNS				
		1	2	3	4	
Megantic, Que.	182	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	94¢ 71½¢ \$14.30 7.9¢	82 59½ 11.90 6.5	72 49½ 9.90 5.4	60 37½ 7.50 4.1
Quebec, Que.	173	Per 100 lbs. Less P&D Expenses Per Ton Per Ton Mile	94¢ 67½¢ \$13.50 7.8¢	82 55½ 11.10 6.4	72 45½ 9.10 5.3	60 33½ 6.70 3.9
Sherbrooke, Que.	113	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	81¢ 57¢ \$11.40 10.1¢	70 46 9.20 8.1	60 36 7.20 6.4	51 27 5.40 4.8
Ottawa, Ont.	121	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	81¢ 56½¢ \$11.30 9.3¢	70 45½ 9.10 7.5	60 35½ 7.10 5.9	51 26½ 5.30 4.4
North Bay, Ont.	364	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	120¢ 99½¢ \$19.90 5.5¢	105 84½ 16.90 4.6	91 70½ 14.10 3.9	75 54½ 10.90 3.0
Sudbury, Ont.	443	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	139¢ 114½¢ \$22.90 5.2¢	122 97½ 19.50 4.4¢	105 80½ 16.10 3.6¢	87 62½ 12.50 2.8¢
Sault Ste. Marie, Ont.	622	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	168¢ 145¢ \$29.00 4.7¢	147 124 24.80 4.0	128 105 21.00 3.4	108 85 17.00 2.7
Belleville, Ont	227	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	100¢ 77½¢ \$15.50 6.8¢	87 64½ 12.90 5.7	75 52½ 10.50 4.6	62 39½ 7.90 3.5
Peterboro, Ont.	268	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	110¢ 87¢ \$17.40 6.5¢	98 75 15.00 5.6	82 59 11.80 4.4	70 49 9.80 3.7
Hamilton, Ont.	384	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	120¢ 97½¢ \$19.50 5.1¢	105 82½ 16.50 4.3	91 68½ 13.70 3.6	75 53 10.10 3.7

MONTREAL,
QUE.

PICK-UP AND DELIVERY RATES

TO	Miles		DAILY RATES			
			1	2	3	4
London, Ont.	405	Per 100 lbs.	139¢	122	105	87
		Less P&D Expense	114¢	97	80	62
		Per Ton	\$22.80	19.40	16.00	12.60
		Per Ton Mile	5.0¢	4.3	3.5	2.7
Woodstock, Ont.	428	Per 100 lbs.	135¢	117	104	85
		Less P&D Expense	112½¢	94	81½	62½
		Per Ton	\$22.50	19.00	16.30	12.80
		Per Ton Mile	5.3¢	4.4	3.8	2.9
Windsor, Ont.	567	Per 100 lbs.	156¢	138	118	100
		Less P&D Expense	131½¢	113	93½	75½
		Per Ton	\$36.30	32.70	18.70	15.10
		Per Ton Mile	4.6¢	4.0	3.3	2.7
TORONTO, ONT.						
TO						
Windsor, Ont.	227	Per 100 lbs.	94¢	82	72	60
		Less P&D Expense	69½¢	77	47½	38½
		Per Ton	\$13.90	11.50	9.50	7.10
		Per Ton Mile	6.1¢	5.1	4.2	3.1
Chatham, Ont.	179	Per 100 lbs.	94¢	82	72	60
		Less P&D Expense	72¢	60	50	38
		Per Ton	\$14.40	12.00	10.00	7.60
		Per Ton Mile	8.0¢	6.7	5.6	4.3
London, Ont.	115	Per 100 lbs.	81¢	70	60	51
		Less P&D Expense	56¢	46	36	26
		Per Ton	\$11.20	9.00	7.00	5.20
		Per Ton Mile	9.7¢	7.8	6.1	4.5
St. Thomas, Ont.	122	Per 100 lbs.	81¢	70	60	51
		Less P&D Expense	62¢	51	41	32
		Per Ton	\$12.40	10.20	9.20	6.40
		Per Ton Mile	10.2¢	8.4	6.7	5.1
Woodstock, Ont.	88	Per 100 lbs.	75¢	66	58	47
		Less P&D Expense	52½¢	41	32	24
		Per Ton	\$10.50	8.70	7.10	4.9
		Per Ton Mile	11.9¢	9.1	7.1	5.6
North Bay, Ont.	326	Per 100 lbs.	100¢	87	78	62
		Less P&D Expense	77½¢	66	56	42
		Per Ton	\$15.50	12.30	10.30	7.90
		Per Ton Mile	4.8¢	4.0	3.2	2.4
Sudbury, Ont.	260	Per 100 lbs.	105¢	92	81	66
		Less P&D Expense	88¢	77	66	41
		Per Ton	\$16.10	13.30	11.30	8.70
		Per Ton Mile	6.2¢	5.2	4.2	3.2
Sault Ste. Marie, Ont.	439	Per 100 Lbs.	135¢	117	106	85
		Less P&D Expense	112¢	94	81	62
		Per Ton	\$22.40	19.40	16.30	12.80
		Per Ton Mile	5.1¢	4.2	3.7	2.9

T O R O N T O,
O N T.

P I C K - U P A N D D E L I V E R Y R A T E S

T O	Miles	COMMODITY COLUMNS				
		1	2	3	4	
Oshawa, Ont.	38	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	31 26 \$5.30 14.0%	45 20 $\frac{1}{2}$ 4.10 10.8	36 17 $\frac{1}{2}$ 2.70 7.1	33 8 $\frac{1}{2}$ 1.70 4.5
Peterboro, Ont.	77	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	70 $\frac{1}{2}$ 47 $\frac{1}{2}$ \$9.40 12.2%	62 39 7.00 10.1	52 29 5.80 7.5	45 22 4.40 6.7
Belleville, Ont.	120	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	81 $\frac{1}{2}$ 58 $\frac{1}{2}$ \$11.70 9.8%	70 47 $\frac{1}{2}$ 9.10 7.9	60 37 $\frac{1}{2}$ 7.50 6.3	51 28 $\frac{1}{2}$ 8.70 6.8
W I N D S O R, O N T.						
T O						
London, Ont.	112	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	81 $\frac{1}{2}$ 60 $\frac{1}{2}$ % \$12.10 10.8%	70 49 $\frac{1}{2}$ 9.90 8.8	60 39 $\frac{1}{2}$ 7.90 7.1	51 30 $\frac{1}{2}$ 8.10 6.5
Chatham. Ont.	48	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	55 $\frac{1}{2}$ 37 $\frac{1}{2}$ % \$7.50 15.6%	47 28 $\frac{1}{2}$ 5.90 12.8	41 26 $\frac{1}{2}$ 4.70 9.8	36 17 $\frac{1}{2}$ 3.50 7.3
Sault Ste. Marie, Ont.	657	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	177 $\frac{1}{2}$ 153 $\frac{1}{2}$ % \$31.70 4.1%	156 137 $\frac{1}{2}$ 27.00 4.2	137 118 $\frac{1}{2}$ 23.70 5.1	114 98 $\frac{1}{2}$ 19.10 2.9
Quebec, Que.	729	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	185 $\frac{1}{2}$ 163 $\frac{1}{2}$ % \$32.60 4.0%	163 141 24.40 7.6	144 122 24.40 3.4	121 99 19.80 2.7
Sherbrooke, Que.	658	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	181 $\frac{1}{2}$ 161 $\frac{1}{2}$ % \$32.30 4.9%	161 141 23.70 7.7	138 118 $\frac{1}{2}$ 23.70 3.6	118 98 $\frac{1}{2}$ 19.70 3.0

WESTERN CANADA

WINNIPEG,
MAN.

PICK - TRUCK - 100 LBS. - 100 TON

T O	Miles		1	2	3	4
Brandon, Man.	134	Per 100 lbs.	37¢	75¢	58¢	41¢
		Less P&D Expense	39¢	57¢	40¢	23¢
		Per Ton	\$11.20	2.10	0.99	5.60
		Per Ton Mile	7.7¢	1.3¢	0.7¢	4.2¢
Portage la Prairie, Man.	56	Per 100 lbs.	51¢	44¢	35¢	25¢
		Less P&D Expense	35¢	28¢	19¢	9¢
		Per Ton	\$7.00	5.60	3.80	1.80
		Per Ton Mile	12.5¢	10.0¢	6.8¢	3.2¢
Carberry, Man.	108	Per 100 lbs.	37¢	71¢	47¢	36¢
		Less P&D Expense	37¢	71¢	51¢	26¢
		Per Ton	\$11.20	2.10	1.30	4.00
		Per Ton Mile	10.6¢	3.3¢	0.7¢	3.7¢
Virden, Man.	181	Per 100 lbs.	42¢	86¢	68¢	51¢
		Less P&D Expense	32¢	70¢	52¢	35¢
		Per Ton	\$11.20	10.40	10.40	7.00
		Per Ton Mile	9.3¢	7.7¢	5.8¢	3.9¢
Broadview, Sask.	143	Per 100 lbs.	36¢	79¢	62¢	47¢
		Less P&D Expense	31¢	63¢	48¢	32¢
		Per Ton	\$15.80	11.00	8.00	6.20
		Per Ton Mile	11.0¢	9.1¢	6.7¢	4.6¢
Indian Head, Sask.	315	Per 100 lbs.	140¢	116¢	96¢	70¢
		Less P&D Expense	121¢	98¢	78¢	51¢
		Per Ton	\$24.40	19.00	15.00	10.20
		Per Ton Mile	7.8¢	6.2¢	4.8¢	3.2¢
Regina, Sask.	357	Per 100 lbs.	162¢	127¢	100¢	76¢
		Less P&D Expense	163¢	103¢	71¢	57¢
		Per Ton	\$40.00	31.00	14.30	11.40
		Per Ton Mile	7.5¢	5.1¢	4.8¢	3.2¢
Moose Jaw, Sask.	398	Per 100 lbs.	104¢	152¢	122¢	92¢
		Less P&D Expense	106¢	131¢	102¢	71¢
		Per Ton	\$37.20	27.50	21.00	15.00
		Per Ton Mile	9.5¢	7.7¢	5.8¢	3.8¢
Ironace, Ont.	272	Per 100 lbs.	129¢	108¢	85¢	68¢
		Less P&D Expense	115¢	92¢	70¢	55¢
		Per Ton	\$11.20	15.10	14.00	9.10
		Per Ton Mile	4.2¢	3.3¢	2.2¢	1.5¢
Yorkton, Sask.	279	Per 100 lbs.	160¢	108¢	82¢	68¢
		Less P&D Expense	162¢	92¢	70¢	55¢
		Per Ton	\$22.00	15.00	14.00	9.00
		Per Ton Mile	5.1¢	4.1¢	3.2¢	2.1¢
Kinora, Ont.	126	Per 100 lbs.	162¢	108¢	87¢	63¢
		Less P&D Expense	164¢	94¢	72¢	57¢
		Per Ton	\$13.20	15.00	14.00	9.00
		Per Ton Mile	3.9¢	3.1¢	2.2¢	1.5¢

WINNIPEG,
MAN.

PICK-UP AND DELIVERY RATES

TO	Miles	COMMODITY COLUMNS				
		1	2	3	4	
Dryden, Ont.	209	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	111. 14. \$16.50 9.0.	93 76 15.20 7.3	75 58 11.60 5.6	57 40 8.00 3.8

Riverton, Man.	84	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	64. 40. 19.0 11.7	53 38 7.60 9.1	42 27 5.40 6.4
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B R A N D O C K,
MAN.

TO	Miles	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	64. 50. \$10.00 12.8	53 39 7.80 10.0	42 28 5.60 7.2
Portage la Prairie, Man.	78	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	64. 50. \$10.00 12.8	53 39 7.80 10.0	42 28 5.60 7.2

Regina, Sask.	224	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	111. 98. 19.00 8.8	97 80 16.00 7.1	76 59 11.80 5.3
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Moose Jaw, Sask.	265	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	129. 117. \$21.00 13.0	108 92 18.40 6.9	86 70 14.00 5.3
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Saskatoon, Sask.	394	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	184. 167. \$33.40 8.0	152 135 27.00 6.9	123 106 21.20 5.4
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Winkler, Man.	48	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	47. 37. 10.00 10.0	40 26 5.20 10.8	33 19 3.80 7.9
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Souris, Man.	25	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	11. 10. 11.00 11.0	28 13 2.60 10.4	22 7 1.40 5.6
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R E G I N A,
S A S K.

TO	Miles	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	68 52 10.40 8.7	53 37 7.40 6.2
Weyburn, Sask.	110	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	68 52 10.40 8.7	53 37 7.40 6.2

Estevan, Sask.	173	Per 100 lbs. Less P&D Expense Per Ton Per Ton Mile	86 71 14.20 8.2	68 53 10.60 6.1
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P E G I N A,
S A S K.

PICK - UP AND DELIVERY RATES

T O	Miles	COMMODITY COLUMNS			
		1	2	3	4
Yorkton, Sask.	231	Per 100 lbs.	119¢	98	79
		Less P&D Expense	102¢	81	62
		Per Ton	\$20.40	16.20	12.40
		Per Ton Mile	8.8¢	7.0	5.4

Moose Jaw, Sask.	42	Per 100 lbs.	42¢	36	28
		Less P&D Expense	25¢	19	11
		Per Ton	\$5.00	3.80	2.20
		Per Ton Mile	11.9¢	9.1	5.2

Swift Current, Sask.	152	Per 100 lbs.	93¢	79	62
		Less P&D Expense	78¢	64	47
		Per Ton	\$15.60	12.80	9.40
		Per Ton Mile	10.3¢	8.4	6.2

C A L G A R Y
A L T A.

T O					
Lethbridge,	127	Per 100 lbs.	41¢	41	41
Alta.		Less P&D Expense	23¢	23	23
		Per Ton	\$4.60	4.60	4.60
		Per Ton Mile	3.6¢	3.6	3.6

Medicine Hat,	176	Per 100 lbs.	48¢	48	48
Alta.		Less P&D Expense	32¢	32	32
		Per Ton	\$6.40	6.40	6.40
		Per Ton Mile	3.6¢	3.6	3.6

Red Deer, Alta.	95	Per 100 lbs.	41¢	41	41
		Less P&D Expense	26¢	26	26
		Per Ton	\$5.20	5.20	5.20
		Per Ton Miles	5.5¢	5.5	5.5

Camrose, Alta.	178	Per 100 lbs.	78¢	78	59
		Less P&D Expense	63¢	63	44
		Per Ton	\$12.60	12.60	8.80
		Per Ton Miles	7.1¢	7.1	4.9

Drumheller,	100	Per 100 lbs.	38¢	38	38
Alta.		Less P&D Expense	23¢	23	21
		Per Ton	\$4.60	4.60	4.60
		Per Ton Mile	4.6¢	4.6	4.6

S A S K A T O O N,					
S A S K.					
Prince Albert,	189	Per 100 lbs.	102¢	86	70
Sask.		Less P&D Expense	85¢	69	54
		Per Ton	\$17.00	13.80	11.20
		Per Ton Mile	9.0¢	7.3	5.4

North Battleford,	174	Per 100 lbs.	102¢	86	70
Sask.		Less P&D Expense	86¢	70	55
		Per Ton	\$17.20	14.00	11.20
		Per Ton Mile	9.9¢	8.0	5.5

C A S T L A N D
S A S K.

PICK - UP AND DELIVERY RATE

TO	Miles	COMMODITY COLUMNS			
		1	2	3	
Melfort, Sask.	159	Per 100 lbs. 93¢ Less P&D Expense 79¢ Per Ton \$15.80 Per Ton Mile 9.9¢	79 65 13.00 8.2	62 48 9.60 6.0	
Yorkton, Sask.	202	Per 100 lbs. 111¢ Less P&D Expense 94¢ Per Ton \$18.80 Per Ton Mile 9.3¢	93 76 15.20 7.5	75 58 11.60 5.7	
E D M O N T O N, A L T A.					
<u>TO</u>					
Camrose, Alta.	68	Per 100 lbs. 29¢ Less P&D Expense 14¢ Per Ton \$2.80 Per Ton Mile 4.1¢	29 14 2.80 4.1	29 14 2.80 4.1	
Red Deer, Alta.	100	Per 100 lbs. 41¢ Less P&D Expense 26¢ Per Ton \$5.20 Per Ton Mile 5.2¢	41 26 5.20 5.2	41 26 5.20 5.2	
Lloydminster, Sask.	177	Per 100 lbs. 102¢ Less P&D Expense 85¢ Per Ton \$17.00 Per Ton Mile 9.6¢	86 69 13.80 7.8	68 51 10.20 5.8	
Stettler, Alta.	131	Per 100 lbs. 46¢ Less P&D Expense 31¢ Per Ton \$6.20 Per Ton Mile 4.7¢	46 31 6.20 4.7	46 31 6.20 4.7	
Vegreville, Alta.	96	Per 100 lbs. 58¢ Less P&D Expense 43¢ Per Ton \$8.60 Per Ton Mile 9.0¢	58 43 8.60 9.0	45 30 6.00 6.3	
V A N C O U V E R, B. C.					
<u>TO</u>					
Cranbrook, B.C.	651	Per 100 lbs. 229¢ Less P&D Expense 209¢ Per Ton \$41.80 Per Ton Mile 6.4¢	191 171 34.20 5.3	152 132 26.40 4.1	
Ramloops, B.C.	251	Per 100 lbs. 123¢ Less P&D Expense 106¢ Per Ton \$21.20 Per Ton Mile 8.5¢	104 87 17.40 6.9	83 66 13.20 5.3	

V A N C O U V E R,
B. C.

PICK-UP AND DELIVERY RATES

<u>T O</u>	<u>Miles</u>	<u>COMMODITY COLUMNS</u>			
		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
Kelowna, B.C.	298	Per 100 lbs. 133¢	111	87	68
		Less P&D Expense 113¢	91	67	48
		Per Ton \$22.60	18.20	13.40	9.60
		Per Ton Mile 7.6¢	6.1	4.5	3.2
Penticton, B.C.	254	Per 100 lbs. 123¢	104	83	62
		Less P&D Expense 106¢	87	66	45
		Per Ton 121.20	17.40	13.20	9.00
		Per Ton Mile 8.4¢	6.9	5.2	3.5
Princeton, B.C.	183	Per 100 lbs. 102¢	86	68	51
		Less P&D Expense 85¢	69	51	31
		Per Ton \$17.00	13.80	10.20	7.10
		Per Ton Mile 9.3¢	7.5	5.6	3.7

October 1st, 1949.

STATEMENT OF MOTOR TRUCK AND WATER COMPETITIVE RATES AND EARNINGS
FOR REPRESENTATIVE MOVEMENTS WITHIN EASTERN AND WESTERN CANADA.

A G R E E D C H A R G E S

ESTATE PLANNING AND ASSET PROTECTION

JW = Net Tcb

Average - Eastern Canada ---
 Average - Western Canada ---
 Average - Eastern and Western Canada ---

102.3
81.2

STATEMENT OF COMPETITIVE RATES AND FARNINGS ON COUNTIES OF WILKINSON IS A REGULAR ROUTE
FROM BRITISH COLUMBIA COAST POINTS TO DESTINATIONS IN EASTERN CANADA, M. I. T. AT EAST-BOUND TRANSPORTATIONAL RATES

Point of Origin	Fare \$	Rate per 100 lbs.	Weight per car	Average loading weight					Per ton car load	Per ton tariff
				E. A.		E. M.		E. G. S.		
				Per car	Per ton	Per car	Per ton	Per car		
Vancouver	26.0	26.0	26.0	70,000	70,000	70,000	70,000	70,000	42.7	42.7
Montreal, Que. Toronto, Ont.	26.95	1.40	1.40	70,000	70,000	70,000	70,000	70,000	36.7	36.7
Montreal, Que. Toronto, Ont.	27.02	1.40	1.40	70,000	70,000	70,000	70,000	70,000	36.7	36.7
Vancouver, Harpoon, (Via V&LI Ry. - Canned fish)	26.0	26.0	26.0	70,000	70,000	70,000	70,000	70,000	42.7	42.7
Vancouver and CPRY.)										
Vancouver, B.C.	26.95	3.24	3.24	30,000	30,000	37,676	1,228.24	42.7	42.7	42.7
Whitlock, (Via BCE Ry. - Abbotsford and CPNY.)	26.95	3.26	3.26	30,000	30,000	37,676	1,228.24	45.6	45.6	45.6
Sardis, B.C. (Via BCE Ry. - Abbotsford and CPRY.)	27.08	3.18	3.18	25,000	25,000	29,250	930.40	34.7	34.7	34.7
Montreal, Que. Hamilton, Ont.	27.30	1.17	1.17	See below	See below	62,178	727.48	27.0	27.0	27.0
Montreal, Que. Toronto, Ont.	26.87	2.48	2.48	40,000	40,000	31,155	727.48	26.6	26.6	26.6
Montreal, Que. products										

Montreal, Quebec, Ontario, N.Y. Freight - based on capacity of car, or 40,000 lbs.
In packages - 40,000 lbs.

Montreal, Quebec, Ontario, N.Y. Freight - based on capacity of car, or 40,000 lbs.
In packages - 40,000 lbs.

STATEMENT OF COMPETITIVE RATES AND EARNINGS ON COMMODITIES OF WHICH THERE IS A REGULAR MOVEMENT
FROM POINTS IN EASTERN CANADA TO BRITISH COLUMBIA COAST POINTS, AT WESTBOUND TRANSCONTINENTAL RATES.

From		To				E A R N I N G S		Tariff reference C.F.A. T-5	
Miles	Rate per 100 lbs.	Miles	Rate per 100 lbs.			Per car	Per ton	Average loading weight	per mile
Montreal, Que.	2878	1.39	60,000	65,553	911.19	31.67	.97	Item 1410	
Vancouver, B.C.									
Quebec, Ont.	2878	1.40	70,000	67,157	980.00	34.1	.97	Item 360	
Toronto, Ont.	2695	1.40	70,000	68,311	980.00	36.4	1.04	Item 360	
Montreal, Que.	2710	1.37	80,000	106,250	1,400.50	51.4	.97	Item 1180	
Toronto, Ont.	2836	1.37	80,000	109,906	1,318.50	46.5	.93	Item 1180	
Montreal, Que.	2710	1.37	80,000	109,618	1,446.96	60.8	1.01	Item 1180	
(Via A&HB Ry. - Franz - CPRy.)									
Montreal, Que.	2725	1.37	80,000	104,017	1,374.21	50.5	.97	Item 1420	
Toronto, Ont.	2710	1.00	70,000	75,800	756.00	27.1	.91	Item 1380	
Montreal, Que.	2730	2.74	90,000	37,190	4,016.00	37.6	.93	Item 1100	
Toronto, Ont.	2760	1.39	60,000	58,570	824.00	30.2	1.00	Item 260	
Montreal, Que.	2710	1.39	60,000	59,870	834.00	31.0	1.03	Item 260	
Paints and Varnishes									
Montreal, Que.	2710	2.45	40,000	51,419	1,333.76	45.7	1.04	Item 1410	
Toronto, Ont.	2760	2.45	40,000	50,730	1,242.89	46.1	1.02	Item 1410	
Ciarrson, Toronto,	2710	2.09	See below	54,937	1,132.00	45.2	1.02	Item 1400-A	
Toronto and Territories	2710	2.09	See below	53,685	1,116	45.2	1.02	Item 1400-A	
Rubber Goods									
Toronto, Ont.	2750	3.67	30,000	37,643	1,285.57	47.1	1.04	Item 1960	
Kitchener, Ont.	2750	3.67	30,000	38,188	1,286.94	46.7	1.04	Item 1960	
Toronto, Ont.	2695	3.10	20,000	21,450	757.95	23.1	.96	Item 1920	

Table 1 shows the results of the experiments based on gallbladder segments of rats.

In packages - 50,000 lbs.

October 1st, 1949.

STATEMENT OF RATES AND FEES FOR CAR LOADS ON COAL, AND COAL BRICKETTES, CARLOADS
AND DIFFERENTIATIVE SHIPMENT POINTS TO ALICE TAHOE SUPPLY, TORONTO, TIMMINS AND WINDSOR, ONT.

	Rate Per Ton	Minimum Carload Weight	Average Loading Weight (Net Tons)	Canadian Pacific Railway	
				Per Car	Per Mile
Coal Coal Briquettes	1768	8.25	50	412.50	23.3
Drumheller, Alta. Drumheller, Alta.	2027	8.25	50	412.50	20.4
Drumheller, Alta. Timmins, Ont.	2104	8.25	50	412.50	19.6
Drumheller, Alta. Windsor, Ont.	2245	8.25	50	412.50	18.4
Coal Coal Briquettes	1728	8.25	50	412.50	23.9
Lethbridge, Alta. Lethbridge, Alta.	1988	8.25	B 0 1.0 W	412.50	20.7
Lethbridge, Alta. Timmins, Ont.	2065	8.25	50	412.50	20.0
Lethbridge, Alta. Windsor, Ont.	2205	8.25	50	412.50	18.7
Coal Coal Briquettes	1816	8.25	50	412.50	22.7
Edmonton, Alta. Edmonton, Alta.	2076	8.25	50	412.50	19.9
Rainbow, Alta. Timmins, Ont.	2153	8.25	50	412.50	19.2
				412.50	19.5

Actual weight less than 120,000 lbs. = Minimum 72,000 lbs.

Actual weight 120,000 lbs. and over = 20.00 lbs.

Weights, when open top cars are loaded to full railhead capacity, actual weight will apply but not less than 60,000 lbs.

Tariff authority for rates of \$2.25 per net ton = CPR. Tariff Weight = L.C.

Average loading weight of 50 net tons per car is obtained from actual records of cars shipped during the 12 months ended

COMPARISON OF CLASS RATES FROM CHICAGO, ILL., TO POINTS IN
WESTERN CANADA BASED ON BORDER COMBINATIONS WITH THROUGH CLASS
RATES TO UNITED STATES POINTS FOR SIMILAR DISTANCES

FROM CHICAGO, ILL.

To		Miles	(3)	Classes in Cents Per 100 Pounds		
				1	2	3
Winnipeg,	Man.	837	(3)	470	211	1.7
Bismarck,	N.D.	835		370	269	14.0
Amount Rate to Canada is Higher				36	22	1.7
Percent Rate to Canada is Higher				9.7%	5.5	12.1
Regina,	Sask.	1110	(1)	512	212	2.0
Wolf Point,	Mont.	1102		317	201	1.84
Amount Rate to Canada is Lower				- 5%	- 5	6
Percent Rate to Canada is Lower				1.0%	.4	.1
Calgary,	Alta.	1548	(2)	511	218	2.2
Monida,	Mont.	1541		308	201	1.8
Amount Rate to Canada is Lower				- 7%	- 4	3
Percent Rate to Canada is Lower				1.0%	.4	.7
Vancouver,	B.C.	(5) 2235		510	216	2.1
Portland,	Ore.	(4) 2230		936	675	4.74

(1) Via Northgate

(2) Via North Portal

(3) Via Noyes

(4) CB&Q Chicago, Ill. to Minnesota Transfer, GN to Spokane, Wash., UP beyond

(5) "Soo Line" Chicago to Portal, CP beyond.

October 1st, 1949.

10

COMPARISON OF THROUGH CLASS RATES FROM CHICAGO, ILL. AND ST. LOUIS, MO.
TO
REPRESENTATIVE POINTS IN EASTERN CANADA
WITH
RATES TO POINTS IN UNITED STATES OF SIMILAR DISTANCES.

CHICAGO, ILLINOIS, U.S.A.

To		Miles	1	2	3	4	5	6
London,	Ont.	(1) 378	215	183	151	108	86	67
Alliance,	Ohio	372	209	177	147	106	73	47
Amount Rate to Canada is Higher			6	6	4	2	13	8
Percent Rate to Canada is Higher			2.9%	3.4%	2.7%	1.9%	17.8%	14.6%
Toronto,	Ont.	(1) 489	240	205	162	120	97	72
Shafton,	Pa.	477	230	197	162	116	80	53
Amount Rate to Canada is Higher			10	8	-	4	17	3
Percent Rate to Canada is Higher			4.3%	4.1%	-	3.4%	21.3%	11.3%
Kingston,	Ont.	(1) 650	281	238	197	142	113	82
Lewistown,	Pa.	641	276	234	194	138	97	76
Amount Rate to Canada is Higher			5	4	3	4	16	9
Percent Rate to Canada is Higher			1.8%	1.7%	1.5%	2.9%	16.5%	11.3%
Montreal,	Que.	(1) 823	326	277	228	163	130	93
Philadelphia, Pa.		814	315	268	220	157	111	84
Amount Rate to Canada is Higher			11	9	8	6	19	13
Percent Rate to Canada is Higher			3.5%	3.4%	3.6%	3.8%	17.1%	11.3%

S T. LOUIS, MO.

Sherbrooke,	Que.	(2) 1135	386	329	271	194	154	116
Worcester,	Mass.	1135	380	322	265	190	133	105
Amount Rate to Canada is Higher			6	7	6	4	21	11
Percent Rate to Canada is Higher			1.6%	2.2%	1.5%	2.1%	16.8%	10.4%
McAdam,	N.B.	(2) 1426	459	391	325	250	196	158
Hardy Pond,	Me.	1420	438	372	305	230	154	120
Amount Rate to Canada is Higher			21	19	16	16	26	18
Percent Rate to Canada is Higher			4.8%	5.1%	4.6%	4.7%	16.0%	11.0%

(1) Via Port Huron, Mich.

(2) Via Detroit, Mich.

COMPARISON OF STANDARD MILEAGE RATES IN WESTERN CANADA
WITH
CLASS RATES PRESCRIBED BY THE INTERSTATE COMMERCE COMMISSION
FOR APPLICATION IN WESTERN TRUNK LINE ZONES 1, 2, 3 and 4
FOR REPRESENTATIVE DISTANCES

Miles	Class rate Scale	Class Rates in Cents Per 100 Lbs.		
100	Prairie Standard Western Trunk Line:	83	57	39
	Zone I	118	83	44
	Zone II	119	83	45
	Zone III	129	90	52
	Zone IV	148	104	56
200	Prairie Standard Western Trunk Line:	123	83	57
	Zone I	150	105	56
	Zone II	160	112	60
	Zone III	176	123	66
	Zone IV	202	141	76
300	Prairie Standard Western Trunk Line:	159	105	71
	Zone I	184	129	69
	Zone II	192	134	72
	Zone III	210	147	79
	Zone IV	240	168	90
400	Prairie Standard Western Trunk Line:	191	127	87
	Zone I	208	146	78
	Zone II	222	155	83
	Zone III	246	172	92
	Zone IV	281	197	107
500	Prairie Standard Western Trunk Line:	221	148	100
	Zone I	234	164	88
	Zone II	254	178	95
	Zone III	280	196	105
	Zone IV	323	226	121
600	Prairie Standard Western Trunk Line:	250	167	113
	Zone I	265	186	99
	Zone II	286	200	107
	Zone III	315	221	118
	Zone IV	362	253	136
700	Prairie Standard Western Trunk Line:	278	185	126
	Zone I	294	206	110
	Zone II	318	223	119
	Zone III	350	245	131
	Zone IV	402	281	151
800	Prairie Standard Western Trunk Line:	304	202	138
	Zone I	316	221	119
	Zone II	341	239	128
	Zone III	376	263	141
	Zone IV	433	303	162

<u>Miles</u>	<u>Class Rate Scale</u>	<u>Class Rates in Cents per 100 lbs.</u>		
		<u>1</u>	<u>2</u>	<u>3</u>
900	Prairie Standard	1.7	2.0	1.40
	Western Trunk Line:			
	Zone I	1.7	2.0	1.37
	Zone II	1.8	2.0	1.37
	Zone III	1.9	2.0	1.31
	Zone IV	2.1	2.0	1.71
1000	Prairie Standard	2.0	2.0	1.77
	Western Trunk Line:			
	Zone I	2.1	2.0	1.71
	Zone II	2.1	2.0	1.40
	Zone III	2.2	2.0	1.61
	Zone IV	2.4	2.0	1.71

October 1st, 1949.

HISTORY OF RATES ON WHEAT

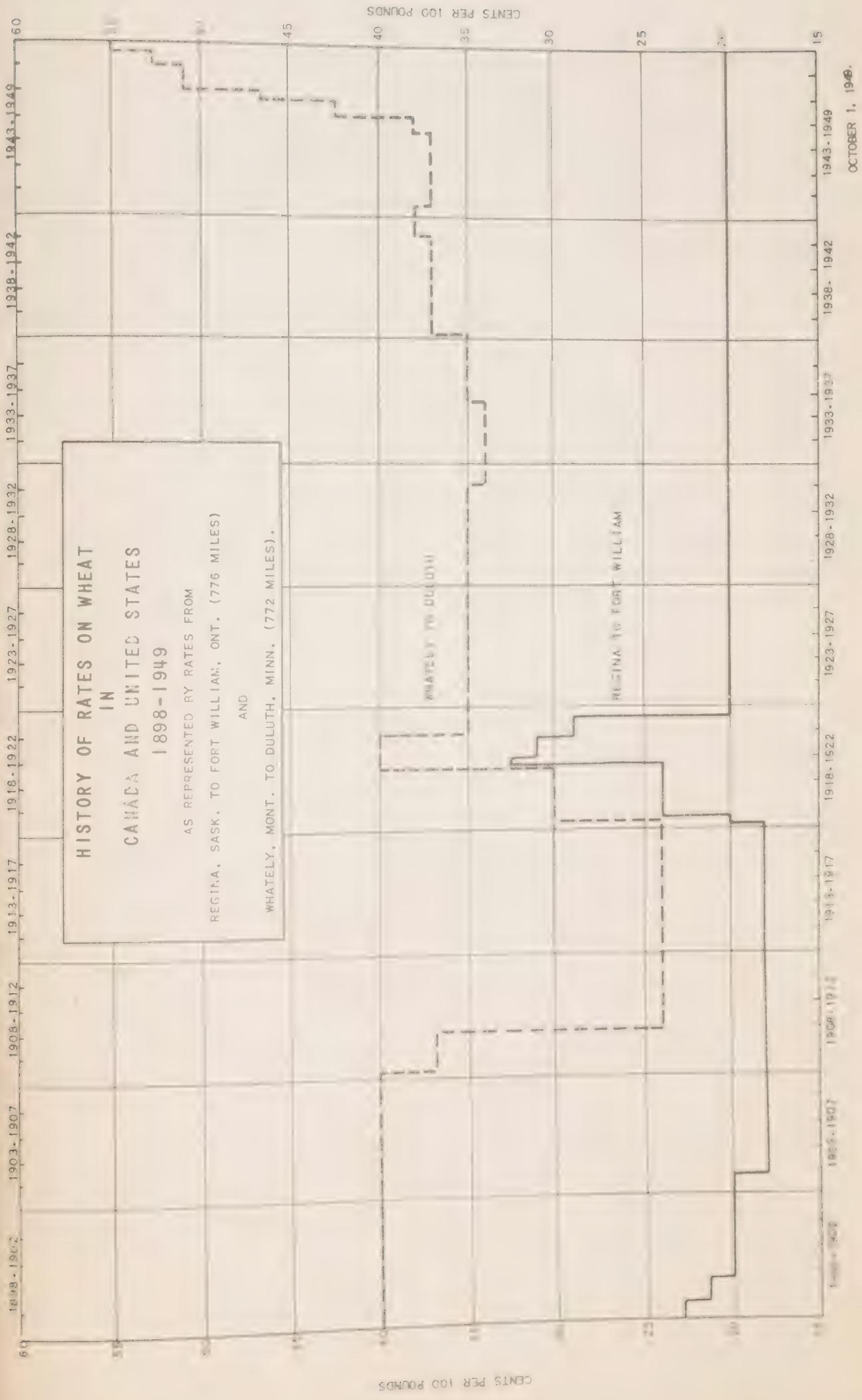
From Regina, Sask., To Fort William, Ont. (776 Miles)

And

From Whately, Mont. to Duluth, Minn. (772 Miles)

During Period 1898 to 1949

<u>Date</u>		<u>Regina To Fort William</u>	<u>Whately To Duluth</u>
<u>(C e n t s P e r 1 0 0 L b s .)</u>			
Prior to August,	1898	23	40
August 1,	1898	21.5	40
September 1,	1899	20	40
October 7,	1903	18	40
March 21,	1908	18	37
October 10,	1909	18	24
March 15,	1918	20	24
June 25,	1918	20	30
August 12,	1918	24	30
August 26,	1920	24	40
September 13,	1920	32.5	40
January 1,	1921	31	40
December 1,	1921	29	40
January 1,	1922	29	35
July, 6,	1922	20	35
February 20,	1932	20	34
July 1,	1935	20	35
March 28,	1938	20	37
March 18,	1942	20	38
May 15,	1943	20	37
July 1,	1946	20	38
January 1,	1947	20	42.5
October 13,	1947	20	46.75
January 15,	1948	20	51
January 11,	1949	20	53.04
September 1,	1949	20	58



STATEMENT OF CHANGES IN RATES OF FREIGHT, CARLOADS, FROM POINTS IN WESTERN UNITED STATES TO DULUTH, MINN.
AND FROM DULUTH TO PORT WILLIAM, ONE, FROM JANUARY 1st, 1920 TO OCTOBER 1st, 1949 INCLUSIVE.

- Rates In Cents Per 100 Lbs. -

- WESTERN UNITED STATES -

- WESTERN CANADA -

**COMPARISON OF RATES ON WHEAT
FOR HAULS OF SIMILAR DISTANCE**

WESTERN CANADA TO FORT WILLIAM
VERSUS
WESTERN UNITED STATES TO DULUTH.

ENCIRCLED FIGURES ARE RATES IN CENTS PER 100 LBS.
SMALL FIGURES ARE MILES TO FORT WILLIAM OR DULUTH

TO FORT WILLIAM			TO DULUTH			RATE TO FORT WILLIAM THAN TO DULUTH BY CENTS PER 100 LBS.		
FROM	MILES	RATE	FROM	MILES	RATE	PERCENT	CENTS	PERCENT
WINNIPEG	420	14	YORK	420	35	150	21	2%
BRANDON	553	16	STANLEY	556	41	156.3	25	6.0
ARCOLA	672	18	BAINVILLE	661	48	166.7	30	6.25
REGINA	776	20	WHATELY	772	55	175	35	6.5
MOOSE JAW	818	20	SACO	818	56	180	36	6.75
SASKATOON	900	22	BILLINGS	883	65½	197.7	43½	6.4
RUSH LAKE	908	22	CHINOOK	910	64½	193.2	42½	6.5
MEDICINE HAT	1075	24	RIVERDALE	1076	65½	172.9	41½	6.34
EDMONTON	1228	26	FORTUNE	1229	79	53	203.8	6.3
CALGARY	1242	26	EUREKA	1240	79	53	62.1	

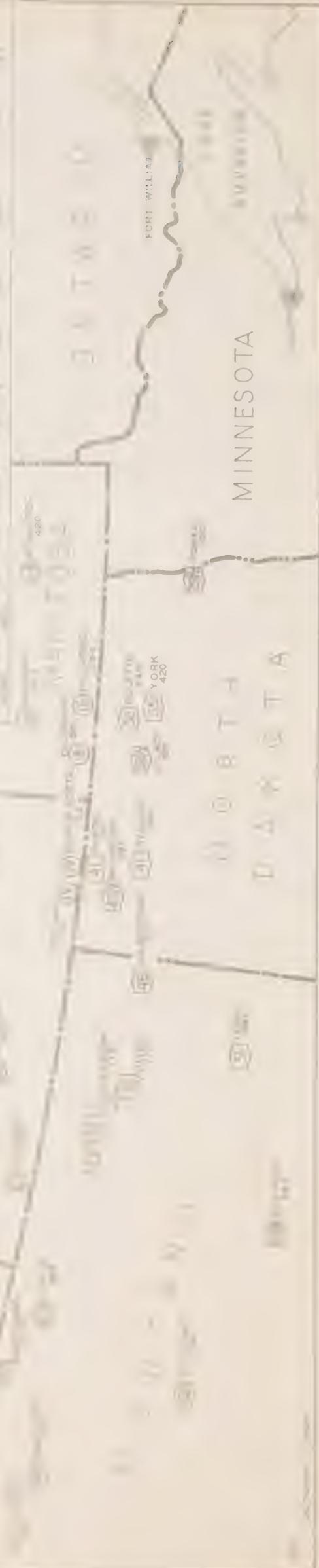
ATCHEWAN



COMPARISON OF RATES ON WHEAT BY GEOGRAPHICAL (LONGITUDINAL) LOCATION WESTERN CANADA TO FORT WILLIAM VERSUS WESTERN UNITED STATES TO DULUTH

ENCIRCLED FIGURES ARE RATES IN CENTS PER 100 LBS
SMALL FIGURES ARE MILES TO FORT WILLIAM OR DULUTH

	TO FORT WILLIAM	TO DULUTH	RATE	MILES	TO FORT WILLIAM	TO DULUTH	RATE	MILES	PERCENT
	FROM	RATE	MILES	FROM	RATE	MILES	CENTS	PERCENT	
WINNIPEG	MAN.	14	420	POWELL	ND.	29½	302	15½	52.5
BRANDON	MAN.	16	553	ROLETTE	ND.	36	448	20	55.6
KILLARNEY	MAN.	16	564	YORK	ND.	35	420	19	54.3
DELORAIN	MAN.	18	609	MILROY	ND.	38½	489	20½	53.2
BROADVIEW	SASK.	18	684	STANLEY	ND.	41	556	23	56.1
ESTEVAN	SASK.	19	710	MCGREGOR	ND.	42½	595	23½	58.1
NORTH PORTAL	SASK.	19	733	PORTAL	ND.	41	587	22	53.7
REGINA	SASK.	20	776	CULBERTSON	MONT.	48	675	28	58.3
MOOSE JAW	SASK.	20	818	TERRY	MONT.	51	697	31	60.8
LA FILECHE	SASK.	22	973	WHATELY	MONT.	55	772	33	60
SASHATOON	SASK.	22	900	GLASGOW	MONT.	55	779	33	60
RUSH LAKE	SASK.	22	908	SACO	MONT.	56	816	34	60.7
DOLLARD	SASK.	23	972	BULLINGS	MONT.	65½	883	42½	64.9
MEDICINE HAT	ALTA.	24	1075	JOPLIN	MONT.	65½	983	4½	63.4
LEGEND	ALTA.	25	1129	RIVERDALE	MONT.	65½	1078	40½	53
COULTTS	ALTA.	26	128	SWEET GRASS	MONT.	65½	1075	39½	60.3
EDMONTON	ALTA.	26	1228	SING-ESHTOT	MONT.	74½	1130	48½	51
CALGARY	ALTA.	26	1242	GELTON	MONT.	74½	1165	48½	51



... CARLOADS, FROM POINT LONIAN, CANADA TO VANCOUVER, B.C., EXPORT, FROM JANUARY 1st, 1920 TO OCTOBER 1st, 1947 INCLUSIVE.

- Rates in Cents Per 100 Lbs. -

- TO SEATTLE, WASH.

FROM

- TO SEATTLE, WASH. -

- TO VANCOUVER, B.C. -

Effective Date	F R O M						F R O M						TARIFF REFERENCE	TARIFF REFERENCE	AUTHORITY
	Kalispell, Mont.	Shelby, Mont.	Helena, Mont.	Glasgow, Mont.	Culbertson, Mont.		Calgary, Alta.	Edmonton, Alta.	Medicine Hat, Alta.	Moose Jaw, Sask.	Saskatoon, Sask.	Regina, Sask.			
	627 Miles	756 Miles	771 Miles	1014 Miles	1118 Miles		642 Miles	765 Miles	818 Miles	1057 Miles	1088 Miles	1108 Miles			
July 1st, 1946	38	42	42	48 $\frac{1}{2}$	49 $\frac{1}{2}$		Sup. 52, N.P.C. F.B. - 13-C W. J. Bohon's CTC - 254	-	-	-	-	-	-	-	-
Jan. 1st, 1947	42 $\frac{1}{2}$	47	47	54	55		Tariff X-162	-	-	-	-	-	-	-	-
Oct. 13th, 1947	46.75	51.7	51.7	59.4	60.5		Tariff X-166	-	-	-	-	-	-	-	-
Jan. 15th, 1948	51	56.4	56.4	64.8	66		Tariff X-166	-	-	-	-	-	-	-	-
May 6th, 1948	51	56.5	56.5	65	66		Tariff X-166-A	-	-	-	-	-	-	-	-
Jan. 11th, 1949	53.04	58.76	58.76	67.6	68.64		Tariff X-168	-	-	-	-	-	-	-	-
Sept. 1st, 1949	55	61	61	70	71 $\frac{1}{2}$		N.P.C.F.B. No. 13 - D - W. J. Bohon's CTC - 326	-	-	-	-	-	-	-	-
Present Rates.....	55	61	61	70	71 $\frac{1}{2}$			20	20	23	25	24	26	V-778, CTC-3748	

Amount of Increase or Decrease from January 1st, 1920	Inc.	Inc.	Inc.	Inc.	Inc.		Dec.	Dec.	Dec.	Dec.	Dec.	
	24	27	26.5	30	30.5		4 $\frac{1}{2}$	9	6	9 $\frac{1}{2}$	12 $\frac{1}{2}$	9
Percentage of Increase	77.15%	79.45%	76.8%	75%	74.45%		-	-	-	-	-	-
Percentage of Decrease	-	-	-	-	-		18%	31%	21%	28%	34%	26%

NOTE:- Increases within United States for temporary periods, which were in effect between 1932 and 1938 are not shown herein.

COMPARISON OF RATES ON WHEAT FOR EXPORT FOR HAULS OF SIMILAR DISTANCE

WESTERN CANADA TO VANCOUVER 83

WESTERN UNITED STATES TO SECTION 5 OF THE
CENSUS

COMPARISON OF RATES ON WHEAT FOR EXPORT
BY GEOGRAPHICAL (LONGITUDINAL) LOCATION OF SHIPPING POINTS

WESTERN SANSkrit TO YAN CH'ENG PEI

WESTERN UNITED STARTS TO SEATTLE WASH

SMALL FIGURES ARE MILES TO VANCOUVER B.C. OR SEATTLE AIRPORT.

YEARLY AVERAGE CASH PRICES OF WHEAT AT FORT WILLIAM, ONT.,
AND MINNEAPOLIS, MINN.

GRADES

Fort William	No. 1 Northern Wheat	
Minneapolis	Crop Years 1897-1898 to 1899-1900 1900-1901 to 1917-1918 1947-1948 1918-1919 to 1946-1947	Hard Wheat No. 1 Northern Spring Wheat No. 1 Dark Spring Whe...

CROP YEARS

Fort William	1897-1898 to 1923-1924 1924-1925 to 1947-1948	September 1 to August 31 August 1 to July 31
Minneapolis	June 1 to May 31	

SOURCES

Crop Years

Fort William	1897-1898 to 1934-1935 1935-1936 to 1947-1948	Dominion Bureau of Statistics The Canadian Wheat Board
Minneapolis	1897-1898 to 1899-1900 1900-1901 to 1947-1948	Winnipeg Grain Exchange Dominion Bureau of Statistics

PRICES

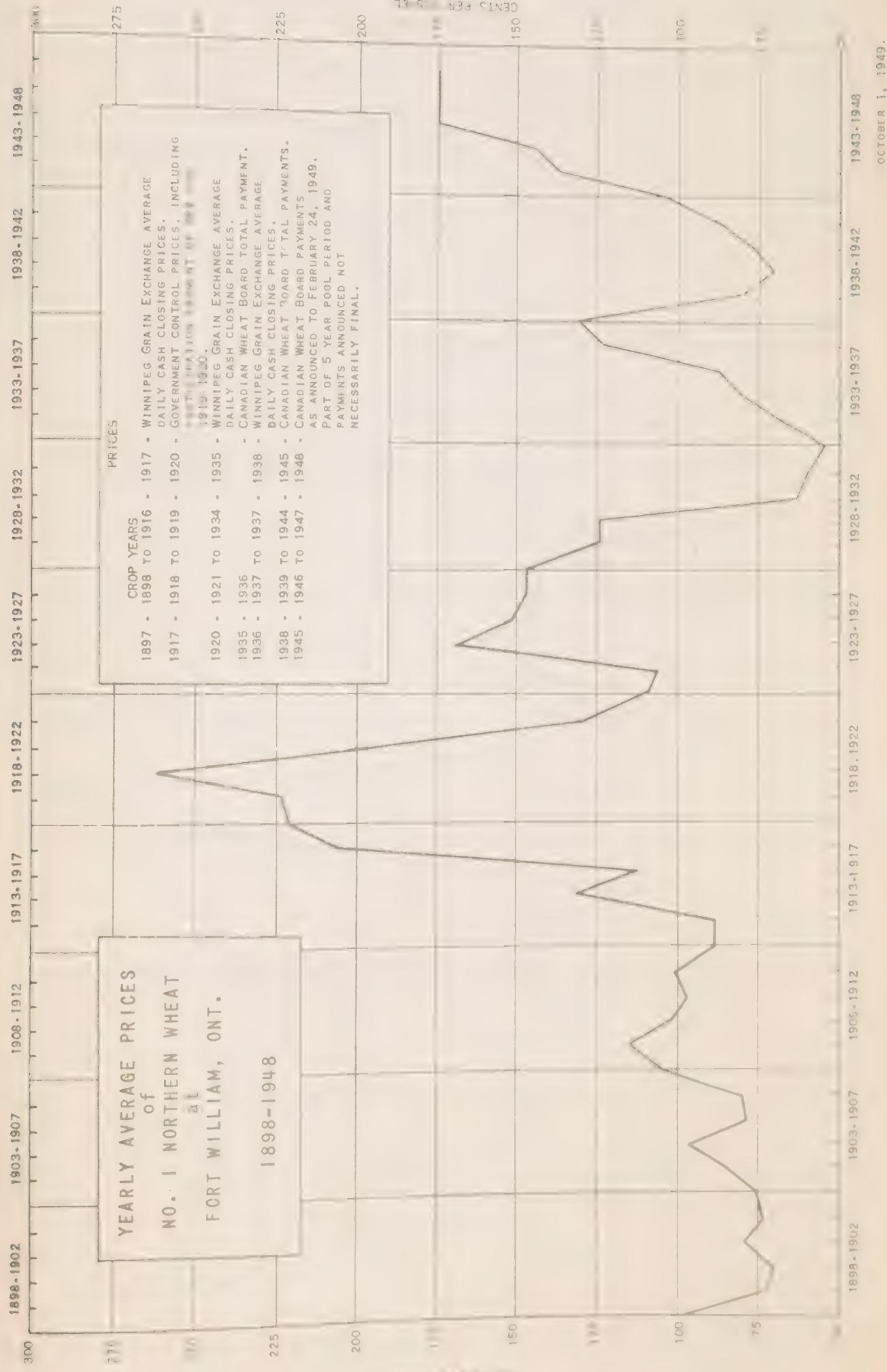
Fort William	1897-1898 to 1916-1917) 1920-1921 to 1934-1935) 1936-1937 to 1937-1938)	Averages of Winnipeg Grain Exchange daily cash closing prices
	1917-1918 to 1919-1920	Government control prices
	1935-1936) 1938-1939 to 1944-1945)	Canadian Wheat Board total payments
	1945-1946 to 1947-1948	Canadian Wheat Board payments as announced to February 24, 1949. Part of 5 year pool period and payments announced not necessarily final
Minneapolis	1897-1898 to 1899-1900	Average of monthly high and low cash closing prices
	1900-1901 to 1947-1948	Weighted averages of cash closing prices from daily trade papers

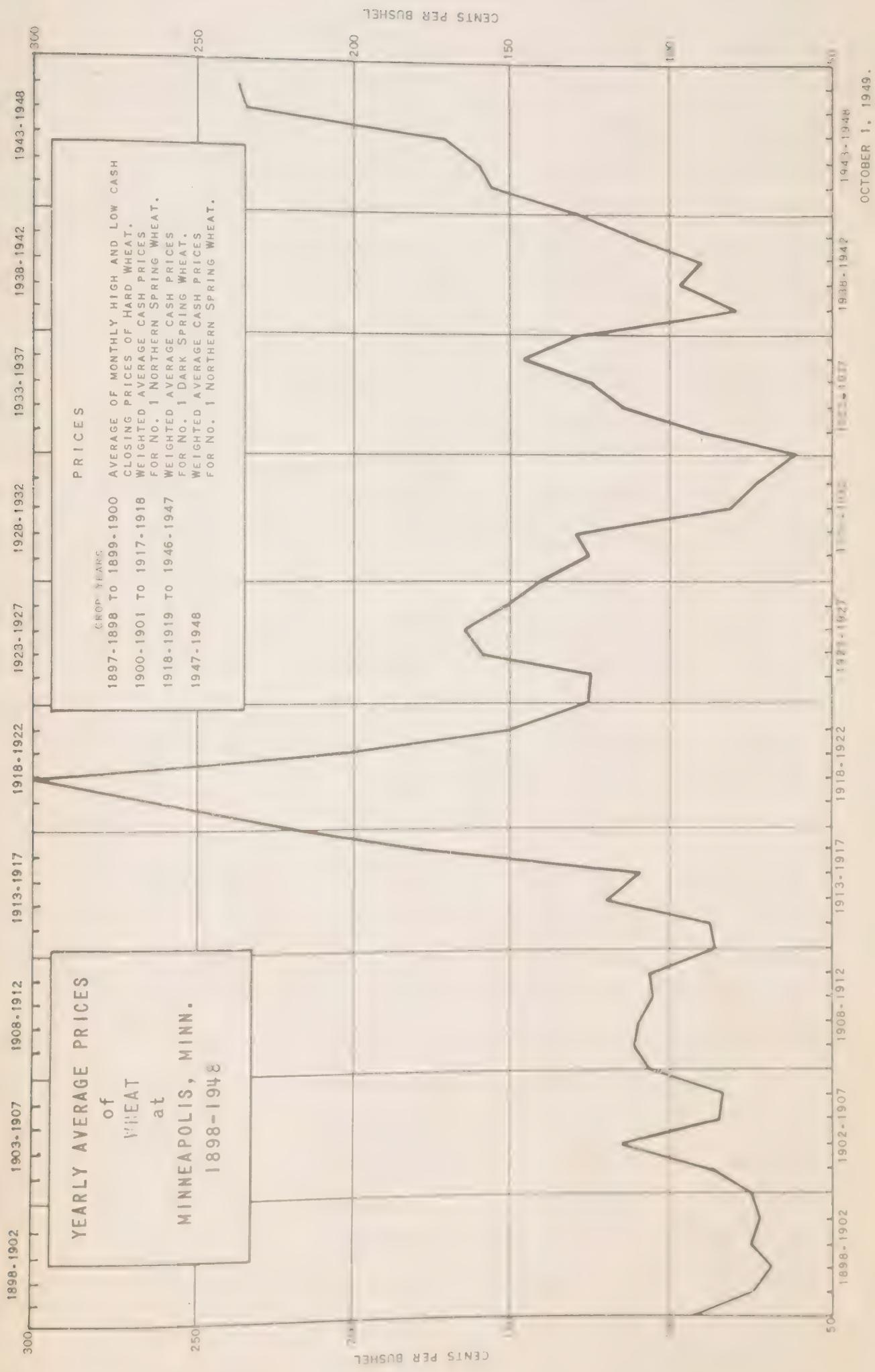
(10)

PRICES IN CENTS PER BUSHEL

	<u>Fort William</u>	<u>Minneapolis</u>
1897-1898	99	96
1898-1899	72	74
1899-1900	70	69
1900-1901	80	75
1901-1902	73	72
1902-1903	75	74
1903-1904	86	87
1904-1905	97	113
1905-1906	78	84
1906-1907	80	83
1907-1908	105	107
1908-1909	116	111
1909-1910	102	109
1910-1911	97	105
1911-1912	101	107
1912-1913	89	87
1913-1914	89	88
1914-1915	132	120
1915-1916	113	109
1916-1917	206	176
1917-1918	221) Prices under 224) Government 263) control	220 236 300
1918-1919	199	201
1919-1920	130	148
1920-1921	110	126
1921-1922	107	124
1922-1923	169	158
1923-1924	151	165
1924-1925	146	151
1925-1926	146	141
1926-1927	124	126
1927-1928	124	130
1928-1929	64	82
1929-1930	60	71
1930-1931	54	61
1931-1932	68	91
1932-1933	32	116
1933-1934	88	126
1934-1935	88	126
1935-1936	123	147
1936-1937	132	128
1937-1938	80	79
1938-1939	70	97
1939-1940	76	90
1940-1941	85	110
1941-1942	103	129
1942-1943	127	155
1943-1944	144	159
1944-1945	175) Price not 175) necessarily 175) final, as 175) part of 5 year pool period	171 234 237
1945-1946		
1946-1947		
1947-1948		

participation payment of 48 cents per bushel



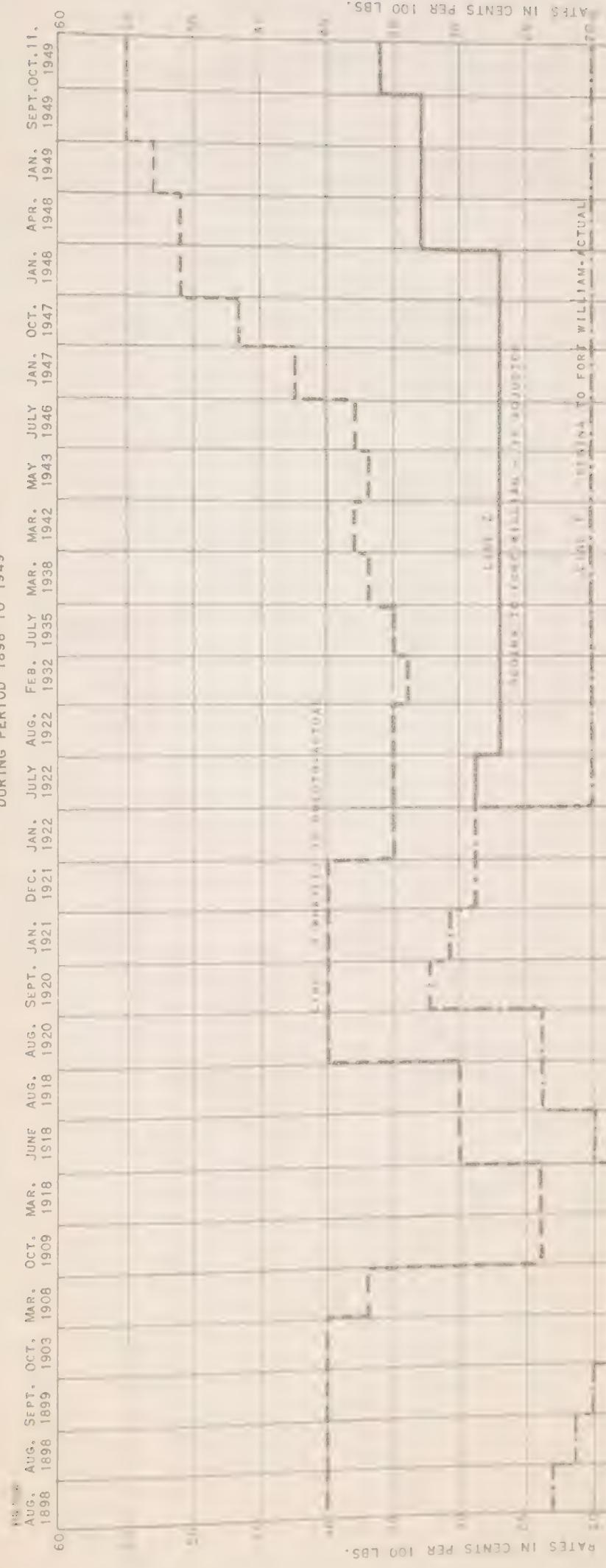


DOMINION GOVERNMENT FINAL FIGURES WHEAT CROP (IN BUSHELS)

	<u>MANITOBA</u>	<u>SASKATCHEWAN</u>	<u>ALBERTA</u>	<u>TOTAL PRODUCTION</u>
1911	69,377,000	224,312,000	66,538,000	454,117,000
1912	29,667,000	147,559,000	65,088,000	242,314,000
1913	41,039,700	117,921,300	52,992,100	211,953,100
1914	48,191,100	92,493,000	23,752,000	164,436,100
1915	40,975,300	39,994,000	34,575,000	165,544,300
1916	37,542,000	113,135,300	83,461,000	234,138,300
1917	39,054,000	188,000,000	53,044,000	280,098,000
1918	60,051,000	250,167,000	64,976,000	375,194,000
1919	32,804,000	252,622,000	166,834,000	452,260,000
1920	41,464,000	132,918,000	61,312,000	235,694,000
1921	33,624,000	235,472,000	97,962,000	367,058,000
1922	47,133,000	219,640,000	113,986,000	380,765,000
1923	30,773,000	252,500,300	171,286,000	454,559,300
1924	52,383,000	303,399,000	155,662,000	511,444,000
1925	31,565,000	154,565,000	90,534,000	276,664,000
1926	45,278,000	196,322,000	132,900,000	374,500,000
1927	28,112,000	132,466,000	140,603,000	301,181,000
1928	42,400,000	202,000,000	164,000,000	408,400,000
1929	32,500,000	123,841,000	94,500,000	250,841,000
1930	37,100,000	114,200,000	112,500,000	263,800,000
1931	22,500,000	135,000,000	102,000,000	259,500,000
1932	26,000,000	110,000,000	66,000,000	202,000,000
1933	45,100,000	36,000,000	75,700,000	156,800,000
1934	50,000,000	137,800,000	148,200,000	336,000,000
1935	61,300,000	271,300,000	161,400,000	494,000,000
1936	66,400,000	266,700,000	180,700,000	513,800,000
1937	51,000,000	147,000,000	98,000,000	296,000,000
1938	52,000,000	335,000,000	178,000,000	565,000,000
1939	39,000,000	146,000,000	82,800,000	369,800,000
1940	50,300,000	242,100,000	90,300,000	391,700,000
1941	38,900,000	108,100,000	87,700,000	304,700,000
1942	58,000,000	208,000,000	127,000,000	493,000,000
1943	43,000,000	173,000,000	103,000,000	419,000,000
1944	57,000,000	191,000,000	115,000,000	407,000,000

HISTORY OF RATES ON WHEAT

FROM REGINA, SASK. TO FORT WILLIAM, ONT. (776 MILES)
AND
FROM WHATELY MONT. TO DULUTH, MINN. (772 MILES)
DURING PERIOD 1898 TO 1949



LINE 1 - REGINA TO FORT WILLIAM - ACTUAL RATES.

LINE 2 - REGINA TO FORT WILLIAM

IF THE CROWNSNET RATE OF 1898 HAD NOT BEEN RESTORED IN JULY, 1922
HAD THE AUGUST 1922 GENERAL REDUCTION OF 1948 GENERAL INCREASE OF 21%
WILL HAVE BEEN APPLIED TO THE OCTOBER 11TH, 1949, BEEN APPLIED TO THE
CITIMERR, 1921 RATE OF 29¢.

LINE 3 - WHATELY TO DULUTH - ACTUAL RATES.

Canadian Pacific Railway Co.

Number of cars of Grain unloaded at Elevators
at Fort William, Vancouver and New Westminster
Year 1948

<u>Month</u>	<u>Fort William</u>	<u>Vancouver and New Westminster</u>
Jan.	3,472	2,680
Feb.	3,427	1,801
Mar.	2,145	1,674
Apr.	2,402	2,488
May	3,529	502
June	5,599	72
July	5,392	334
Aug.	6,370	251
Sept.	17,703	972
Oct.	15,650	1,250
Nov.	11,624	1,973
Dec.	6,505	1,761
Total	<u>83,818</u>	<u>15,758</u>

Note: The statement does not include cars of grain interchanged at above points.

Canadian Pacific Railway Company

Number of cars of Grain terminating at mills
in Eastern Canada under Billing-in-transit arrangements

<u>Location</u>	<u>Number of Cars</u>
Keewatin, Ont.	5,902
Winnipeg, Man.	7,814
Portage la Prairie, Man.	278
Morris, Man.	18
Winkler, Man.	85
Virden, Man.	33
Brandon, Man.	24
Moose Jaw, Sask.	0,111
Outlook, Sask.	36
Shaunavon, Sask.	11
Swift Current, Sask.	12
Regina, Sask.	43
Weyburn, Sask.	222
Saskatoon, Sask.	1,674
Prince Albert, Sask.	74
Camrose, Alta.	31
Edmonton, Alta.	212
So. Edmonton, Alta.	51
Calgary, Alta.	1,177
Lethbridge, Alta.	17
Medicine Hat, Alta.	3,074
New Westminster, B.C.	1,517
Vancouver, B.C.	577
Other minor points	100
Total	<u>21,571</u>

Canadian Pacific Railway Company

Movement of Empty Box Cars
Westbound through Fort William by months, for
selected years

	<u>1875</u>	<u>1876</u>	<u>1877</u>	<u>1878</u>	<u>1879</u>	<u>1880</u>
January	1,322	703	61	986	2,327	2,279
February	1,821	1,409	106	1,342	436	963
March	454	1,011	141	2,031	4,812	5,574
April	1,802	1,258	27	1,193	7,276	6,587
May	587	578	13	405	5,005	1,476
June	496	234	47	836	1,390	1,741
July	711	513	588	699	666	2,512
August	2,156	474	97	581	730	1,430
September	707	86	101	311	2,521	2,611
October	118	640	40	1,211	2,676	700
November	137	1,754	13	1,092	2,423	2,026
December	531	938	364	750	2,051	4,261
Total	10,842	9,598	1,598	11,437	32,313	32,160

Canadian Pacific Railway Company

Carloads of Grain doors handled during 1948 in
Western Canada

From

To
(Division)

Number of doors

New Doors

British Columbia points	Moose Jaw	23
	Saskatoon	30
	Medicine Hat	84
	Lethbridge	62
	Edmonton	15
	Total new doors	214
		====

Reclaimed Doors

Fort William	Kenora	3
	Portage	133
	Brandon	152
	Regina	170
	Moose Jaw	75
	Saskatoon	148
	Medicine Hat	13
	Lethbridge	59
	Calgary	3
	Edmonton	52
		508
Winnipeg	Portage	27
	Brandon	19
	Regina	28
	Moose Jaw	4
	Saskatoon	17
	Medicine Hat	1
	Lethbridge	1
	Calgary	1
	Edmonton	1
		64
Vancouver	Medicine Hat	2
	Lethbridge	2
	Calgary	2
		6
	Total Reclaimed doors	64
		=====

Comparison of the Traffic Volume of Grain and Grain Products
With the Total Traffic Volume on Subdivisions in Western Canada during 1946.

Table 5

MANITOBA DISTRICT				SASKATCHEWAN DISTRICT (Cont'd)				ALBERTA DISTRICT (Cont'd)				
Subdivision	Net Ton Miles (000)			Subdivision	Net Ton Miles (000)			Subdivision	Net Ton Miles (000)			
	Total	Freight	Grain Products	Percent	Subdivision	Total	Freight	Grain and	Percent	Total	Freight	Grain Products
<u>Konora Division</u>												
Kaministiquia	1,378,736	703,282	51.0	Fife Lake	6,351	3,700	53.3	Motuleau	5,831	3,062	52.5	
Ignace	1,322,504	709,965	53.3	Colony	395	137	34.2	Altawan	30,488	17,182	56.7	
Keewatin	1,176,806	586,700	49.9	Wood Mountain	3,113	1,375	43.7	Stirling	17,314	12,825	74.1	
Lac Du Bonnet	7,404	746	7.9	Shaunavon	24,337	11,522	89.8	Gouts	20,961	2,725	13.0	
Division Total	2,897,450	2,006,673	51.3	Expanse	13,800	6,688	26.7	Cardston	8,675	2,705	31.2	
<u>Portage la Prairie Division</u>												
Emerson	64,460	3,001	4.7	Shamrock	4,338	2,919	67.3	Woodford	313	81	25.9	
Winnipeg Beach	12,029	878	7.3	Vanguard	4,994	1,521	30.1	Taber	269,230	28,845	10.7	
Arborg	4,849	1,975	32.5	Dunelm	1,59	20	11.9	Crowsnest	264,658	6,148	2.3	
Lafleure & Kaleda	40,248	15,550	38.6	Swift Current	686,782	21,022	11.8	Turin	5,371	442	8.2	
Gretna	659	190	28.8	Outlook	36,295	2,295	64.4	Lomond	7,044	4,185	59.8	
Carman	969	196	20.2	Kerrobert	16,562	10,772	62.6	Aldersyde	11,810	27,511	65.8	
Napinka	9,530	3,087	32.4	Melfort	3,328	1,303	50.6	Heslaco	202,092	23,925	12.8	
Snowflake & Fallon	790	302	38.2	Stewart Valley	360	20	57.2	Division Total	873,780	127,136	14.4	
Boissevain	1,598	204	12.8	Istotador	2,029	775	39.1					
Alida	1,730	966	55.6	Division Total	803,173	153,056	19.1	<u>Calgary Division</u>				
Iyleton	1,084	485	44.7	<u>Saskatoon Division</u>				Laggar	598,335	160,274	26.8	
Glenboro	15,293	7,599	49.1	Wynyard	199,631	109,716	65.0	Reed Deer	211,343	50,316	23.7	
Carberry	1,129,397	490,562	43.4	Wishart	1,245	843	67.7	Alberta Central	5,394	1,308	24.2	
Minnedosa	172,960	115,272	66.6	Tisdale	29,098	1,100	51.7	Crossfield	297	230	74.6	
Varcoe	739	585	79.2	White Fox	4,700	1,596	34.0	Division Total	816,069	212,194	26.0	
Division Total	1,456,343	640,342	44.0	Sutherland	18,748	1,583	51.6	<u>Edmonton Division</u>				
<u>Brandon Division</u>				Melfort	14,672	6,370	43.4	Youngstown	-	-	-	
Rapid City	4,490	1,203	26.8	Prince Albert	27,773	7,754	27.9	Coronation	10,611	4,607	43.4	
Bredenbury	238,078	158,376	66.5	Meadow Lake	13,655	4,906	35.9	Lacombe	15,773	4,838	30.8	
Russell	702	472	67.2	Wilkie	115,907	51,467	47.3	Lorraine	66	56	84.8	
Minota	1,571	681	53.3	Rosetown	1,739	966	52.9	Wetaskiwin	92,069	33,676	36.3	
Lenore	3,647	631	17.3	Asquith	758	294	38.8	Willingdon	25,701	13,211	51.4	
Broadview	741,345	216,739	33.3	Kelfield	4,02	139	31.6	Vegreville	599	236	39.4	
Neudorf & Mauley	17,145	9,977	82.5	Rexford	1,617	554	39.1	Headley	7,641	1,431	18.7	
Estevan	1,27, 17	4,266	30.3	Macklin	2,400	593	21.5	Leduc	172,204	35,529	20.6	
Arcola	1,07, 17	5,775	77.4	Cutknife	2,427	229	9.4	Division Total	325,741	97,676	28.8	
Roston	4,7	1,629	45.1	Midwest	2,101	1	6.2	District Total	3,666,356	1,222,222	32.9	
Division Total	1,27, 17	21,112	43.7	Lloydminster	26,212	14,354	54.8	<u>PACIFIC REGION</u>				
<u>District Total</u>				Big Gully	492	371	36.4	Rosetown	12,147	7,736	36.6	
	4,557	1,212	42.3	Furness	465	36	25.6	Division Total	733,698	31,039	30.6	
	1,212	382	43.7	Hardisty	12,147	7,736	36.6					
				Division Total	2,77,117	7,51,537	31.6	<u>Rosetown Division</u>				
<u>SASKATCHEWAN DISTRICT</u>				<u>Medicine Hat District</u>				Lake Wimberdore	31,056	62	0.0	
<u>Regina Division</u>				<u>Calgary District</u>				Mountain	4,31,17	11,313	31.5	
Indian Head	732,157	207,443	26.3	Medicine Hat	794,919	32,912	11.7	Arrow Lake	1,61	25	5.5	
Kistoy	40,127	28,501	95.9	Maple Creek	604	127	21.4	Shuswap	457,400	1,115	33.4	
Tyson	6,965	2,701	41.7	Winton	41	1	1.7	Okanagan	26,91	1,115	4.2	
Portal	200,382	8,488	1.2	Empress	84,557	18,365	21.7	Lumby	Division Total	1,00,117	1,117	31.5
Noptuno	5,347	1,985	37.1	Pennant	435	193	15.5					
Bromhead	2,943	773	26.3	Burstable	6,316	3,157	50.0	<u>Vancouver Division</u>				
Assiniboia	59,192	10,549	82.0	Bassano	73,303	10,21	14.1	Westminster	10,961	1,300	12.0	
Amulet	9,957	1,040	10.4	Rosemary	36,078	8,787	7.6	Mission	1,117	117	11.1	
Bilyea	7,747	2,925	37.8	Brooks & Strathmore	605,379	83,474	14.6	Cascade	471,180	14,539	31.0	
Ionigan	59,762	6,759	11.6	Suffield	2,277	694	30.5	Thompson	1,117,176	14,517	33.4	
Colonsay	15,597	1,375	12.0	Gassils	1,850	106	5.7	Division Total	900,790	288,218	31.3	
Division Total	1,140,176	321,442	28.2	Irricana	2,318	1,086	72.7					
				Langdon	41,697	5,020	12.0	<u>Total Rosetown and Vancouver Divisions</u>				
				Acme	1,230	658	53.5		1,909,287	594,335	31.1	
				Division Total	1,650,963	224,437	13.6					

Canadian Pacific Railway Company

Statement showing Number of Cars, attributable to Grain
and Grain Products Traffic, originating or terminating at
and moving through Yards on the Prairie and Pacific Regions.

Year 1948

<u>District</u>	<u>Yard</u>	<u>Through Cars</u>		<u>Local Cars</u>	<u>Total Cars</u>
		<u>Loaded</u>	<u>Empty</u>		
Manitoba	Fort William	-	-	104,216	104,216
	Ignace	104,217	48,461	14	152,692
	Kencra	104,293	47,558	14,578	166,429
	Winnipeg	96,065	45,343	18,460	159,868
	Portage la Prairie	95,086	44,598	1,302	140,986
	Brandon	62,842	33,306	646	96,794
	Broadview	35,778	20,322	243	56,343
	Souris	21,039	13,234	299	34,572
	Minnedosa	30,592	9,973	435	41,000
Saskatchewan	Regina	55,061	16,211	678	50,972
	Weyburn	10,701	4,502	1,285	16,598
	Estevan	3,700	749	396	2,933
	Moose Jaw	20,261	14,821	7,781	48,669
	Swift Current	17,007	10,021	568	28,150
	Assiniboia	7,800	3,377	376	12,213
	Sutherland	10,711	4,794	5,150	19,661
	Wilkie	13,512	4,304	135	16,094
	Prince Albert	1,000	455	164	1,704
Alberta	Medicine Hat	11,700	6,611	8,172	25,639
	Lethbridge	1,400	4,202	1,637	13,422
	Macleod	1,200	950	258	2,728
	Calgary (Alyth)	26,000	6,731	11,654	47,727
	Red Deer	10,000	6,371	308	16,615
	Edmonton	10,000	6,400	1,814	15,548
Pacific Region	Revelstoke	2,000	1,200	32	29,097
	Field	2,000	1,200	-	28,726
	Kamloops	2,000	1,200	259	30,229
	Coquitlam	2,000	1,400	-	28,163
	Vancouver	-	-	26,923	26,923

CANADIAN PACIFIC RAILWAY COMPANY

Relationship between the volume of grain traffic and
the volume of all freight traffic in Western Canada
from 1916 to 1948

(in revenue ton miles, "000" omitted)

	<u>All Revenue Freight Traffic</u>	<u>Grain and Grain Products Traffic</u>	<u>% of Grain to all Freight</u>
1916	9098268	5480801	60.2%
1917	8658931	4442715	51.3
1918	6248723	2245400	35.9
1919	5705062	1767609	31.0
1920	7900161	3372841	42.6
1921	1244485	3368436	53.9
1922	7997739	5047736	63.1
1923	9323739	6084506	65.2
1924	7930812	4910479	61.9
1925	8748267	5533639	63.3
1926	8914588	5292907	59.4
1927	9509619	5792798	60.9
1928	12781565	8602641	67.3
1929	9159330	4935901	53.9
1930	7796386	4246901	54.5
1931	6933987	3877257	55.9
1932	7192273	4643723	64.6
1933	6492387	3894955	60.0
1934	6430653	3450947	53.7
1935	6893205	3627624	52.6
1936	7094513	3536682	49.9
1937	6541038	2441782	37.3
1938	7817499	4108392	52.6
1939	9242711	5289566	57.2
1940	9701588	4379744	45.1
1941	12347808	5891040	44.1
1942	12000814	4640458	35.7
1943	13932342	5707636	40.8
1944	16378266	8667442	51.4
1945	16098235	8202850	51.0
1946	13075554	5144641	39.3
1947	14609822	5908719	40.9
1948	14142579	5296031	37.4

STATEMENT SHOWING THE METHOD FOLLOWED IN ALLOCATING EXPENSES TO THE GRAIN TRAFFIC

Table 8

Group A - Items Allocated to Subdivisions

Items of Expense

Maintenance of Way (Track Accounts)
 Locomotive Repairs
 Locomotive Depreciation
 Freight Car Repairs
 Freight Car Depreciation
 Train Fuel
 Enginemen
 Trainmen
 Water for Train Locomotives
 Lubricants and Other Locomotive Supplies
 Train Supplies and Expenses
 Engineeringhouse Expenses
 Assisting on Road by Yard Locomotives

Source of the Expense
Allocated to Subdivisions (1)

Division
 Regional
 System rate (2)
 Regional
 System rate (2)
 Direct (3)
 Direct (3)
 Direct (3)
 District
 District
 Regional
 District
 Yards (4)

Method of Allocating the Expenses
To Subdivisions

Equated track miles (5)
 Locomotive miles (6)
 Locomotive miles (6)
 Freight Car Miles (6)
 Freight Car Miles (6)
 Direct (3)
 Direct (3)
 Direct (3)
 Fuel (6)
 Locomotive miles (6)
 Train miles (6)
 Locomotive miles (6)
 Engine hours (4)

Gross ton miles
 Gross ton miles
 Gross ton miles
 Freight Car Miles
 Freight car Miles
 Gross ton miles
 Freight car miles
 Gross ton miles
 Gross ton miles

Notes:

- (1) For every item, the amounts attributed to freight service and to passenger service were determined on a basis comparable to that used in recent presentations to the Board of Transportation Commissioners. See Exhibit 28 in the 21% case. In all cases where a base could be directly allocated to the subdivisions such expenses were used. In other cases where expenses were not available by subdivisions, the choice of the base to be used was that one which would reflect most accurately the actual expenses incurred in the area in which the subdivision is located.
- (2) Average rate per mile as charged in the Company's accounts.
- (3) In the cases of train fuel, enginemen and trainmen, a breakdown by train runs is maintained in the Company's records and this was reassigned to subdivisions on a track mile basis or by allocation.
- (4) The costs for assisting on the road by yard locomotives was developed from an apportionment of the costs of each yard based on yard engine hours. Further details of the method may be found on Table 9.
- (5) Equated Track Miles were developed for each subdivision from an extension made to the existing A.R.E.A. formula calculated to reflect by means of a ratio the more important relationship in costs on a per-mile basis between the various categories of track. The ratios developed were as follows: first track main line (.100); second track main line (.91); secondary main line (.83); important branch line (.65); minor branch line (.47); passing tracks (.35); yard tracks (.29); rail line track statistics (.05%); and yard track switches (.03%). This equation reflects the relative amounts of labour and material applied to each category of track on an annual basis, i.e. dividing costs were allocated to subdivisions on the basis of equated track miles so as to give a more realistic apportionment of maintenance of track costs to the grain traffic which moves over subdivisions in varying proportions.
- (6) The units used in the allocation of the expenses to subdivisions, including locomotive miles, freight car miles, train miles and fuel, are available in the Company's records by train runs and not by subdivisions. The train run statistics were restated to subdivisions either on a track mile basis or by detailed study, depending upon the local conditions.
- (7) Gross ton miles and freight car miles attributable to the grain traffic were developed from the revenue ton miles and loaded car miles directly assignable to the grain traffic. The revenue ton miles and loaded car miles for the grain traffic in Western Canada were developed by subdivisions for the calendar year 1948 from a waybill analysis in which the total tons of grain originating at every station were accumulated for every station of destination. Operating officers in Western Canada were interviewed by the field staff to determine the routing of the traffic. From these studies, it was possible to develop the net ton miles and loaded car miles of grain moving over each subdivision. The total freight car miles in grain service included, in addition to the loaded car miles directly assigned to grain, a portion of the movement of empty cars, which was developed on the assumption that the empty car miles chargeable to grain in each subdivision was related to total empty car miles in the same ratio as grain loaded car miles to total loaded car miles. At the same time a portion of the van car miles was included by following a similar procedure. The gross ton miles in grain service was calculated by developing separately the gross ton miles of loaded cars, empty cars and vans. The gross ton miles of loaded cars was developed by increasing the grain revenue ton miles on each subdivision by 43.12 percent which represents the average percentage increase of gross weight (69.7 tons) over constant weight (48.7 tons) of cars in the grain traffic. The gross ton miles of empty cars and vans was developed by multiplying the empty and van car miles attributed to the grain traffic by the average tare weight of box cars and vans (21 tons).

Statement Showing the Method Followed
in allocating expenses to the Grain Traffic

Group C - Other Expenses (1)

<u>Items of Expense</u>	<u>Source of the Expenses</u>	<u>Method of Allocating the Expenses to the Grain Traffic</u>
Maintenance of Way & Structures other than track	Regional	Gross ton miles
Station employees & expenses (excl. freight shed costs)	Regional	Gross ton miles
Despatching trains	Regional	Gross ton miles
Grain door expense	Direct	Direct
Loss and damage claims - grain	Direct	Direct
Pensions and unemployment insurance	Regional	Gross ton miles
Portion of costs of handling non-revenue traffic	Regional	Gross ton miles (2)
Other transportation & Maintenance of equipment expenses	Regional	Gross ton miles
Traffic expenses	Regional	Gross ton miles
General expenses (excluding pensions)	Regional	Gross ton miles
Provincial, Municipal & Other taxes (excluding Dom. & Prov. Income taxes)	Regional	Gross ton miles (2)
Joint facility rents	Regional	Gross ton miles (2)

Notes:

- (1) The actual expenditures for grain doors and loss and damage claims for grain were determined from the accounting records. The other items were apportioned to grain by means of an analysis of regional expenses. The first step in the analysis was to make a separation of the regional expenses between freight and passenger services in a comparable manner to that used in presentations before the Board of Transport Commissioners. The second step was an apportionment of the freight portion of the expenses to the grain traffic on a gross ton mile basis.
- (2) Gross ton miles in revenue service only. In all other instances in this table gross ton miles includes both revenue and non-revenue freight.

Statement Showing the Method Followed
in Allocating Interest Charges to the Grain Traffic

Group - Return on Investment

<u>Item of Railway Property</u>	<u>Investment Base(1)</u>	<u>Method of Allocating Interest</u>	
		<u>To Western Canada</u>	<u>To the Grain Traffic</u>
Road Property	System	Gross ton miles	Gross ton miles (2)
Equipment Freight Cars & Vans	(Note 3)	(Note 3)	(Note 3)
Locomotives			
Road	System	Locomotive miles	Gross ton miles (2)
Yard	System	Locomotive miles	Locomotive miles
Work Equipment	System	Gross ton miles	Gross ton miles (2)

Notes:

- (1) Amount in property accounts as of January 1, 1948, less deduction for depreciation reserves.
- (2) Gross ton miles in revenue service only. In all other instances in this Table gross ton miles include both revenue and non-revenue freight.
- (3) Interest was taken on the system average cost of box cars and vans less accrued depreciation multiplied by the estimated number of cars used in the grain traffic. This estimate of number of cars was developed by dividing the number of car miles in grain traffic by the estimated number of miles a car would be operated annually if used solely in the grain traffic. This method of calculation reflects the comparatively high utilization in terms of car miles per car day which may be obtained from cars in grain service. The number of cars so calculated was the number that would have been required if the grain had moved in a steady flow throughout the year. The calculation does not take into account the peak demand for cars that occurs during the months of maximum grain traffic.

Canadian Pacific Railway Company

Statement showing the apportionment of revenues
and expenses for the Prairie and Pacific Regions
to Passenger Train Service, Year 1948

Railway Operating Revenues:

Rail Line Operating Revenue	\$24,849,181
Incidental Operating Revenue	2,647,963
Joint Facility Operating Revenue	9,543 Cr.
	<u>\$27,487,601</u>

Railway Operating Expenses:

Maintenance of Way and Structures	\$ 8,164,616
Maintenance of Equipment	10,702,515
Transportation - Rail Line	19,162,160
Miscellaneous	2,915,075
Traffic	2,221,121
General	2,185,062
	<u>\$45,350,549</u>
Taxes and Hire of Equipment and Joint Facility Rents	692,706
	<u>\$46,043,255</u>
Net Railway Operating Income (Loss)	\$18,555,654 Cr.

Notes:

- (a) The above calculation does not include the passenger portion of the non-rail accounts.
- (b) The apportionment of the total expenses to passenger service was made on the same formula as used in recent presentations to the Board of Transport Commissioners.

THE RAILWAY ASSOCIATION OF CANADA

OTTAWA, 9th September, 1929.

The Honourable P.J. Veniot, LL.D., M.P.,
Postmaster General of Canada,
OTTAWA, Ontario.

Dear Mr. Veniot:

The Railway Association of Canada, on behalf of member railways, has been giving thought to the question of remuneration received from the Canadian Government for the carriage of mails. Preliminary figures that have been taken out by the two major railways - the Canadian National Railways and the Canadian Pacific Railway - indicate a very considerable deficiency in revenues to meet expenses. For instance, on the Canadian Pacific Railway these figures indicate a deficiency of 11.34¢ per car mile, while on the Canadian National Railways the deficiency is approximately 16.11¢ per car mile. On the ground that the revenue from each service rendered by the railways should at least meet the expenses involved and provide for some proper return on the investment, it appears desirable from a railway point of view that the rates and conditions under which the mails are now carried by the Canadian Railways should be reviewed, with the object of revision. We therefore respectfully request that the matter be given consideration by yourself, to the end that the subject be dealt with by such body as you desire reached, if possible, for such increase in rates as may or nearly compensate the railways for the service now being performed.

Yours faithfully,

General Secretary.

THE RAILWAY ASSOCIATION OF CANADA

MONTRAL, November 29th, 1948

Honourable Ernest Bertrand, K.C.,
Postmaster General,
House of Commons,
OTTAWA, Ontario.

Dear Sir:

The Railway Association of Canada, on behalf of the railways listed in Schedule A hereto hereby applies for an immediate increase in the rates payable to the said railways for the transportation of His Majesty's mail.

The present rates are wholly inadequate to meet the costs of providing this service to the Post Office Department. As you know, they were brought into force as from June 1, 1922, by Order-in-Council P.C. 1896, and have remained in effect without change since that date. No subsequent adjustments to meet the great increases in the costs of labour and materials have been allowed. The cumulative effect of these increases has made it imperative that the railways' revenues be augmented. To achieve this end measures are concurrently being taken for the upward revision of rates charged for other services provided by the railways where such revision can be justified. This Association believes that the mail service which is now being operated at a loss to the carriers must be included in this revision.

Schedule B attached to this application shows that the present rates are producing revenue per mail car mile approximately nineteen cents below the amount that would be necessary to cover operating expenses, plus an allowance (computed on an operating ratio of 80%) for payment for invested capital, and replacement and improvement of property. It will be noted that rate increases of 54.1% and 58.1% would be required to make up the deficiency in the cases of the two major Canadian railway systems. This Association therefore submits this application for an increase of 55%, effective from the date justifiably justified.

The Railways will, of course, be glad to furnish any further information that you may require to reach your decision.

SCHEDULE A

Railways participating in this Application to the Postmaster General for an increase in rates payable for the transportation of His Majesty's Mail.

Canadian National Railways
 Canadian Pacific Railway Company
 Cumberland Railway & Coal Co.
 Central Vermont Railway
 Dominion Atlantic Railway Company
 Esquimalt & Nanaimo Railway Co.
 Great Northern Railway
 Maritime Coal, Railway & Power Co.
 Michigan Central Railroad
 Napierville Jct. Railway
 New York Central System
 Northern Alberta Railways
 Northern Pacific Railway
 Ontario Northland Railway
 Pacific Great Eastern Railway
 Quebec Central Railway Co.
 Sydney & Louisburg Railway
 Temiscouata Railway
 Toronto, Hamilton and Buffalo Railway

SCHEDULE B

Increase in Mail Rates Required to Overcome Indicated Deficiency in Current Rates.

	<u>Canadian Pacific</u>	<u>Canadian National</u>	<u>Average CP-CN.</u>
Operating Expense per Mail Car Mile on the Basis of Current costs	41.4%	43.8%	42.4%
Revenue per Mail Car Mile Required for Operation Ratio of 80%	51.3%	54.7%	53.0%
Revenue per Mail Car Mile, Year 1947	33.3%	34.6%	34.0%
Current Deficiency in Revenue per Mail Car Mile	18.0%	20.1%	19.1%
Per Cent Increase Required to Overcome Deficiency	54.1%	58.1%	56.1%

THE RAILWAY ASSOCIATION OF CANADA

MONTREAL, May 3rd, 1949.

Honourable Ernest Bertrand, K.C.,
Postmaster General,
OTTAWA, Ontario.

Dear Mr. Minister:

Referring to previous communications regarding
the railways' application for an increase in railway mail pay
rates.

The revenues and expenses per mail car mile based
on actual operating results for the full year 1948 are now available
in the case of the two major Canadian railways. Schedule B attached
to my letter to you of November 29th, 1948, has been revised accord-
ingly and I enclose three copies of the revised statement.

It will be noted that the indicated deficiency
in current rates is 55.8% as compared with 56.1% as estimated in
November, 1948.

The revised figures of revenues and expenses were
calculated in accordance with the methods described in detail in the
answers of the railways to the questionnaire submitted by the Depart-
ment with your communication of January 4th, 1949. However, the
railways shall be glad to furnish promptly any further information
that may be desired, and their officers are available for discussions
with your representatives at any time you may appoint.

Yours truly,

General Secretary.

Schedule B (Revised on Basis of Actual
Operating Results for the Full Year 1948)

Increase in Mail Rates Required to Overcome
Indicated Deficiency in Current Rates

	Canadian Pacific	Canadian National	Inter- provincial
Operating Expense per Mail Car Mile on basis of current costs	40.9¢	43.1¢	42.0¢
Revenue per Mail Car Mile Required for Operation Ratio of 80%	51.1¢	53.9¢	52.5¢
Revenue per Mail Car Mile, Year 1948	32.9¢	34.5¢	33.7¢
Current Deficiency in Revenue Per Mail Car Mile	18.2¢	19.4¢	18.8¢
Per Cent Increase Required to Overcome Deficiency	55.3%	56.2%	55.8%



